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TITLE 3—THE PRESIDENT

PROCLAMATION 3216

SEVENTY-FIFTH ANNIVERSARY OF THE CIVIL SERVICE ACT

BY THE PRESIDENT OF THE UNITED STATES
OF AMERICA
A PROCLAMATION

WHEREAS the Federal civil-service system was established by the Civil Service Act of January 16, 1883, and will be seventy-five years old on January 16, 1958; and

WHEREAS the enactment of that act and the establishment thereunder of a merit system of employment within the Federal Government have given impetus to the establishment of similar systems at State, county, and municipal levels of government; and

WHEREAS a strong civil service, based on the merit principle, is now recognized as an essential factor in stable, responsible government in the United States, as well as in many other countries; and

WHEREAS the seventy-fifth anniversary of the Civil Service Act is an appropriate time to salute the Civil Service of the United States and to increase public knowledge and understanding of its importance in our system of self-government;

NOW, THEREFORE, I, DWIGHT D. EISENHOWER, President of the United States of America, do hereby call upon the people of the United States to participate in the observance of the seventy-fifth anniversary of the Civil Service Act on January 16, 1958, and throughout the ensuing year.

I also call upon the heads of Federal departments and agencies, governors, mayors, and other public officials, as well as leaders of industry and labor and members of all public-spirited groups, to study our Federal, State, and local civil-service systems, with a view to their continuous improvement in every way possible, and to arrange appropriate ceremonies in honor of the public service of our able and devoted civil servants throughout the country.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the United States of America to be affixed.

DONE at the City of Washington this thirteenth day of January in the year of our Lord nineteen hundred [SEAL] and fifty-eight, and of the Independence of the United States of America the one hundred and eighty-second.

DWIGHT D. EISENHOWER

By the President:

JOHN FOSTER DULLES,
Secretary of State.

[F. R. Doc. 58-383; Filed, Jan. 14, 1958;
4:39 p. m.]

TITLE 7—AGRICULTURE

Chapter IV—Federal Crop Insurance Corporation, Department of Agriculture

PART 401—FEDERAL CROP INSURANCE

SUBPART—REGULATIONS FOR THE 1958 AND SUCCEEDING CROP YEARS

COUNTIES DESIGNATED FOR BARLEY CROP INSURANCE

Pursuant to authority contained in paragraph (a) of § 401.1 of the above-identified regulations, as amended (22 F. R. 6557, 7210, 8473, 9515), the following counties have been designated for barley crop insurance for the 1959 crop year.

California:	Montana—Con.
Monterey.	Judith Basin.
San Luis Obispo.	Pondera.
Colorado:	Teton.
Phillips.	North Dakota:
Sedgwick.	Cass.
Idaho:	Cavaller.
Idaho.	Pembina.
Lewis.	Traill.
Minnesota:	Walsh.
Kittson.	Williams.
Pope.	Oregon:
West Polk.	Morrow.
Montana:	Sherman.
Cascade.	Umatilla.
Chouteau.	Pennsylvania:
Fergus.	Lancaster.

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[SEAL] F. N. MCCARTNEY,
Manager,
Federal Crop Insurance Corporation.

[F. R. Doc. 58-344; Filed, Jan. 15, 1958; 8:47 a.m.]

PART 401—FEDERAL CROP INSURANCE
SUBPART—REGULATIONS FOR THE 1958 AND SUCCEEDING CROP YEARS

COUNTIES DESIGNATED FOR WHEAT CROP INSURANCE

Pursuant to authority contained in paragraph (a) of § 401.1 of the above-

identified regulations, as amended (22 F. R. 6557, 7210, 8473, 9515), the following counties have been designated for wheat crop insurance for the 1959 crop year.

California:	Indiana—Con.
Kern.	Sullivan.
Los Angeles.	Vigo.
Monterey.	Wayne.
San Luis Obispo.	Wells.
Tulare.	Whitley.
Colorado:	Kansas:
Adams.	Atchison.
Arapahoe.	Barber.
Cheyenne.	Barton.
Elbert.	Cheyenne.
Kit Carson.	Clark.
Larimer.	Clay.
Lincoln.	Cloud.
Logan.	Cowley.
Phillips.	Decatur.
Sedgwick.	Dickinson.
Washington.	Edwards.
Yuma.	Ellis.
Idaho:	Ellsworth.
Benewah.	Finney.
Bonneville.	Ford.
Camas.	Gove.
Cassia.	Graham.
Idaho.	Grant.
Kootenai.	Gray.
Latah.	Greeley.
Lewis.	Hamilton.
Nez Perce.	Harper.
Oneida.	Harvey.
Power.	Haskell.
Teton.	Hodgeman.
Illinois:	Kearny.
Adams.	Kingman.
Bond.	Kiowa.
Cass.	Lane.
Christian.	Lincoln.
Clinton.	Logan.
Efingham.	McPherson.
Fayette.	Marion.
Greene.	Marshall.
Jasper.	Meade.
Jersey.	Mitchell.
McDonough.	Morris.
Macoupin.	Nemaha.
Madison.	Ness.
Marion.	Norton.
Mason.	Osborne.
Menard.	Ottawa.
Monroe.	Pawnee.
Montgomery.	Phillips.
Morgan.	Pratt.
Pike.	Rawlins.
St. Clair.	Reno.
Sangamon.	Republic.
Schuyler.	Rice.
Scott.	Rooks.
Shelby.	Rush.
Tazewell.	Russell.
Vermillion.	Salline.
Washington.	Scott.
Indiana:	Sedgwick.
Allen.	Seward.
Boone.	Sheridan.
Carroll.	Sherman.
Clay.	Smith.
Clinton.	Stafford.
Decatur.	Stanton.
DeKalb.	Stevens.
Delaware.	Sumner.
Howard.	Thomas.
Huntington.	Trego.
Jackson.	Wallace.
Johnson.	Washington.
Kosciusko.	Wichita.
Madison.	Maryland:
Marshall.	Kent.
Miami.	Michigan:
Montgomery.	Branch.
Noble.	Calhoun.
Pulaski.	Clinton.
Randolph.	Eaton.
Ripley.	Gratiot.
Rush.	Hillsdale.
Shelby.	Huron.

Michigan—Con.	Nebraska—Con.
Ingham.	Kimball.
Ionia.	Lancaster.
Jackson.	Morrill.
Kalamazoo.	Perkins.
Lenawee.	Phelps.
Monroe.	Red Willow.
Saginaw.	Richardson.
St. Clair.	Saline.
St. Joseph.	Saunders.
Sanilac.	Seward.
Shiawassee.	Thayer.
Minnesota:	York.
Becker.	North Carolina:
Big Stone.	Cleveland.
Clay.	Lincoln.
Kittson.	Rutherford.
Mahnomen.	Mecklenburg.
Marshall.	North Dakota:
Norman.	Adams.
Otter Tail, West.	Benson.
Polk, East.	Billings.
Polk, West.	Bottineau.
Traverse.	Bowman.
Wilkin.	Burke.
Missouri:	Burleigh.
Audrain.	Cass.
Bates.	Cavaller.
Buchanan.	Divide.
Callaway.	Dunn.
Carroll.	Eddy.
Cass.	Emmons.
Chariton.	Foster.
Cooper.	Golden Valley.
Franklin.	Grant.
Henry.	Griggs.
Holt.	Hettinger.
Howard.	Kidder.
Jasper.	Logan.
Johnson.	McHenry.
Lafayette.	McIntosh.
Lawrence.	McKenzie.
Macon.	McLean.
Marion.	Mercer.
Nodaway.	Morton.
Pettis.	Mountrail.
Pike.	Nelson.
Ralls.	Oliver.
St. Charles.	Pembina.
Salline.	Ramsey.
Shelby.	Renville.
Vernon.	Rollette.
Montana:	Sheridan.
Blaine.	Sioux.
Cascade.	Slope.
Chouteau.	Stark.
Daniels.	Stutsman.
Dawson.	Towner.
Fergus.	Trall.
Hill.	Walsh.
Judith Basin.	Ward.
Liberty.	Wells.
McCone.	Williams.
Petroleum.	Ohio:
Phillips.	Allen.
Pondera.	Auglaize.
Richland.	Clinton.
Roosevelt.	Delaware.
Sheridan.	Erie.
Teton.	Fayette.
Valley.	Franklin.
Yellowstone.	Greene.
Nebraska:	Hancock.
Banner.	Hardin.
Box Butte.	Henry.
Butler.	Highland.
Chase.	Huron.
Cheyenne.	Knox.
Dawes.	Marion.
Deuel.	Medina.
Frontier.	Mercer.
Furnas.	Montgomery.
Gage.	Morrow.
Garden.	Paulding.
Gosper.	Pickaway.
Hamilton.	Preble.
Harlan.	Putnam.
Hayes.	Sandusky.
Hitchcock.	Seneca.
Jefferson.	Stark.
Keith.	Tuscarawas.

Ohio—Con.	South Dakota—Con.
Union.	Faulk.
Van Wert.	Grant.
Wayne.	Hand.
Williams.	Jones.
Oklahoma:	Lyman.
Alfalfa.	McPherson.
Beckham.	Marshall.
Blaine.	Mellette.
Caddo.	Perkins.
Canadian.	Potter.
Comanche.	Roberts.
Cotton.	Spink.
Custer.	Sully.
Dewey.	Tripp.
Ellis.	Walworth.
Garfield.	Tennessee:
Grant.	Obion.
Greer.	Texas:
Harmon.	Baylor.
Harper.	Castro.
Kay.	Collin.
Kingfisher.	Cooke.
Kiowa.	Denton.
Major.	Floyd.
Noble.	Foard.
Texas.	Gray.
Tillman.	Grayson.
Washita.	Hale.
Woods.	Jones.
Oregon:	Lipscomb.
Baker.	Potter.
Gilliam.	Wilbarger.
Jefferson.	Utah:
Morrow.	Box Elder.
Sherman.	Cache.
Umatilla.	Washington:
Union.	Adams.
Wallowa.	Asotin.
Wasco.	Benton.
Pennsylvania:	Columbia.
Chester.	Douglas.
Lancaster.	Franklin.
South Dakota:	Grant.
Beadle.	Klickitat.
Bennett.	Lincoln.
Brown.	Spokane.
Campbell.	Walla Walla.
Clark.	Whitman.
Codington.	Wyoming:
Corson.	Goshen.
Day.	Laramie.
Dewey.	Platte.
Edmunds.	

(Secs. 506, 516, 52 Stat. 73, as amended, 77, as amended; 7 U. S. C. 1506, 1516. Interprets or applies secs. 507-509, 52 Stat. 73-75, as amended; 7 U. S. C. 1507-1509)

[SEAL] F. N. MCCARTNEY,
Manager,
Federal Crop Insurance Corporation.

[F. R. Doc. 58-371; Filed, Jan. 15, 1958;
8:53 a. m.]

Chapter IX—Agricultural Marketing Service (Marketing Agreements and Orders), Department of Agriculture

PART 914—NAVEL ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

DETERMINATION RELATIVE TO EXPENSES AND FIXING OF RATE OF ASSESSMENT FOR 1957-58 FISCAL YEAR

On December 27, 1957, notice of proposed rule making was published in the FEDERAL REGISTER (22 F. R. 10741) regarding the expenses and rate of assessment for the 1957-58 fiscal year under Marketing Agreement No. 117, as amended, and Order No. 14, as amended (7 CFR Part 914), regulating the handling of navel oranges grown in Arizona and designated part of California, effec-

tive September 22, 1953, under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.). After consideration of all relevant matters presented, including the proposals set forth in the aforesaid notice which were submitted by the Navel Orange Administrative Committee (established pursuant to the amended marketing agreement and order), it is hereby found and determined that:

§ 914.205 *Expenses and rate of assessment for the 1957-58 fiscal year.* (a) The expenses necessary to be incurred by the Navel Orange Administrative Committee, established pursuant to the provisions of the aforesaid amended marketing agreement and order, for its maintenance and functioning during the period November 1, 1957, through October 31, 1958, will amount to \$163,000.00; and the rate of assessment to be paid by each handler who first handles oranges shall be one cent (\$0.01) per carton of oranges handled by such handler as the first handler thereof during the 1957-58 fiscal year. Such rate of assessment is hereby fixed as each such handler's pro rata share of the aforesaid expenses.

It is hereby further found that good cause exists for not postponing the effective date hereof until 30 days after publication in the FEDERAL REGISTER (60 Stat. 237; 5 U. S. C. 1001 et seq.) in that (1) in accordance with the provisions of said amended marketing agreement and order, the rate of assessment is applicable to all fresh oranges handled during the aforesaid fiscal year; (2) shipments of navel oranges are now being made; and (3) it is essential that the specification of the assessment rate be issued immediately so that the aforesaid assessments may be collected and thereby enable the Navel Orange Administrative Committee to perform its duties and functions in accordance with said amended marketing agreement and order.

As used in this section, "handle," "handler," "oranges," "fiscal year," and "carton" shall have the same meaning as is given to each such term in said amended marketing agreement and order.

(Sec. 5, 49 Stat. 753, as amended; 7 U. S. C. 608c)

Dated: January 13, 1958, to become effective upon publication in the FEDERAL REGISTER.

[SEAL] ROY W. LENNARTSON,
Deputy Administrator,
Marketing Services.

[F. R. Doc. 58-342; Filed, Jan. 15, 1958;
8:47 a. m.]

TITLE 14—CIVIL AVIATION

Chapter I—Civil Aeronautics Board

[Civil Air Regs., Amdt. 40-10]

PART 40—SCHEDULED INTERSTATE AIR CARRIER CERTIFICATION AND OPERATION RULES

LANDING FLARE REQUIREMENTS

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 9th day of January 1958.

Part 40 of the Civil Air Regulations currently requires that civil aircraft carrying passengers for hire at night shall be equipped with specified types and numbers of landing flares.

The value of landing flares as required equipment was discussed at the Board's 1955 Annual Airworthiness Review. Recommendations were made at that time to amend the regulations to require the carriage of flares only in large aircraft in extended overwater operations. As a result of this discussion and further study by the Board, Civil Air Regulations Draft Release No. 56-31, "Landing Flare Requirements of Parts 40, 41, 42, and 43 of the Civil Air Regulations," was circulated to the public (21 F. R. 10255). This notice, which proposed the deletion of the flare requirement, was issued for the purpose of obtaining the views of all interested persons to assist the Board in making a complete re-evaluation of existing flare requirements.

Comment received from interested persons concerning the proposals to delete all flare requirements (as contained in Draft Release 56-31) was varied. The consensus was that landing flare requirements for all non-commercial operations and for operations which employ small aircraft for the carriage of passengers for compensation or hire should be deleted. In this connection it should be noted that Civil Air Regulations Draft Release No. 55-24, "Air Taxi Certification and Operation Rules" (small aircraft of 12,500 pounds or less maximum certificated take-off weight), did not propose flares as required equipment and no adverse comment was received on this proposal. With respect to air carrier operations, the Air Line Pilots Association, on behalf of the pilots, recommended the retention and improvement of flares. This position was also advanced by a manufacturer of flare equipment. The Aircraft Industries Association, on behalf of the aircraft manufacturers, and the Air Transport Association, on behalf of the scheduled air carriers, recommended deletion of the flare requirements. The Civil Aeronautics Administration did not object to the deletion of flare requirements for overland operations but did recommend their retention for overwater operations.

In support of the recommendations to retain flares, the following opinions were expressed. One was that flares insure the highest possible level of safety during emergency landings at night (including emergency landings made necessary by severe vibration or buffeting, failure of aircraft components, uncontrollable fires, or the evaluation of sea conditions preparatory to ditching). It was also the view of some persons that flares might become necessary to assist in night emergency landings resulting from possible fuel exhaustion, the cause of which could be mechanical difficulties, traffic delays, communications and navigational equipment and facilities failures, and unexpected adverse weather conditions. It was also recommended that flares should be improved to provide better ground illumination and longer burning capacity to make them more effective for use in the emergency situations described above. Other comment

in support of retention of flares stressed the view that safety of air carrier operations would be jeopardized if flares are not carried in overwater operations.

The Board has carefully studied this entire matter and finds that available records concerning the use of landing flares in scheduled air carrier operations show only five instances from January 1938 to the present time in which flares have been used for emergency purposes. Four of these instances involved twin-engine aircraft and one involved a four-engine aircraft. From 1947 to the present time, no multiengine air carrier aircraft has been involved in the dropping of landing flares for emergency purposes. There is no available evidence or data showing the effective use of landing flares in the operation of small passenger-carrying airplanes. Furthermore, the records reveal that in 55 reported instances landing flares were discharged inadvertently while the airplane was on the ground or in the air with resultant damage in many cases to the aircraft, other aircraft, ramps, and hangars. There have been instances where flares contributed to the intensity of a fire following a crash. It is also significant that the military services discontinued the carriage of flares in their passenger transport operations several years ago for reasons involving cost, maintenance, the hazard of carrying flares and their questionable value under emergency conditions. Furthermore, the flare requirements, which have been in effect for many years, were promulgated at a time when most airplanes had a single engine with only a short operating range, when most airports or landing areas were unlighted, and the general reliability of aircraft was considerably less than that of aircraft which are presently utilized. In recent years, improved airplane performance, reliability, and operating range, more efficient airplane landing lights, a considerable increase in the number of lighted landing areas, and the development of more accurate and dependable communications and navigational aids, have clearly minimized the need for landing flare installations in aircraft operations. The Board finds, however, that these developments which have greatly improved operations in the United States do not apply to the same degree in extended overwater operations.

The Board has carefully considered all of the comment received and other relevant information and has concluded that flares for passenger-carrying aircraft should not be required as mandatory safety equipment for operations conducted within the United States. It does find, however, that there is a continued need for their use in extended overwater operations.

Interested persons have been afforded an opportunity to participate in the making of this amendment (21 F. R. 10255), and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 40 of the Civil Air Regulations (14 CFR Part 40, as amended) effective February 13, 1958 by amending § 40.200 (d) by adding after the word "flares"

the words "for extended overwater operations."

(Sec. 205, 52 Stat. 984; 49 U. S. C. 425. Interprets or applies secs. 601, 603, 52 Stat. 1007, 1009, as amended; 49 U. S. C. 551, 553)

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN,
Secretary.

[F. R. Doc. 58-366; Filed, Jan. 15, 1958;
8:52 a. m.]

[Civil Air Regs., Amdt. 41-15]

**PART 41—CERTIFICATION AND OPERATION
RULES FOR SCHEDULED AIR CARRIER
OPERATIONS OUTSIDE THE CONTINENTAL
LIMITS OF THE UNITED STATES**

LANDING FLARE REQUIREMENTS

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 9th day of January 1958.

Part 41 of the Civil Air Regulations currently requires that civil aircraft carrying passengers for hire at night shall be equipped with specified types and numbers of landing flares.

The value of landing flares as required equipment was discussed at the Board's 1955 Annual Airworthiness Review. Recommendations were made at that time to amend the regulations to require the carriage of flares only in large aircraft in extended overwater operations. As a result of this discussion and further study by the Board, Civil Air Regulations Draft Release No. 56-31, "Landing Flare Requirements of Parts 40, 41, 42, and 43 of the Civil Air Regulations," was circulated to the public (21 F. R. 10255). This notice, which proposed the deletion of the flare requirement, was issued for the purpose of obtaining the views of all interested persons to assist the Board in making a complete re-evaluation of existing flare requirements.

Comment received from interested persons concerning the proposals to delete all flare requirements (as contained in Draft Release 56-31) was varied. The consensus was that landing flare requirements for all non-commercial operations and for operations which employ small aircraft for the carriage of passengers for compensation or hire should be deleted. In this connection it should be noted that Civil Air Regulations Draft Release No. 55-24, "Air Taxi Certification and Operation Rules" (small aircraft of 12,500 pounds or less maximum certificated take-off weight), did not propose flares as required equipment and no adverse comment was received on this proposal. With respect to air carrier operations, the Air Line Pilots Association, on behalf of the pilots, recommended the retention and improvement of flares. This position was also advanced by a manufacturer of flare equipment. The Aircraft Industries Association, on behalf of the aircraft manufacturers, and the Air Transport Association, on behalf of the scheduled air carriers, recommended deletion of the flare requirements. The Civil Aeronautics Administration did not object to the deletion of flare requirements for overland operations but did

recommend their retention for overwater operations.

In support of the recommendations to retain flares, the following opinions were expressed. One was that flares insure the highest possible level of safety during emergency landings at night (including emergency landings made necessary by severe vibration or buffeting, failure of aircraft components, uncontrollable fires, or the evaluation of sea conditions preparatory to ditching). It was also the view of some persons that flares might become necessary to assist in night emergency landings resulting from possible fuel exhaustion, the cause of which could be mechanical difficulties, traffic delays, communications and navigational equipment and facilities failures, and unexpected adverse weather conditions. It was also recommended that flares should be improved to provide better ground illumination and longer burning capacity to make them more effective for use in the emergency situations described above. Other comment in support of retention of flares stressed the view that safety of air carrier operations would be jeopardized if flares are not carried in overwater operations.

The Board has carefully studied this entire matter and finds that available records concerning the use of landing flares in scheduled air carrier operations show only five instances from January 1938 to the present time in which flares have been used for emergency purposes. Four of these instances involved twin-engine aircraft and one involved a four-engine aircraft. From 1947 to the present time, no multiengine air carrier aircraft has been involved in the dropping of landing flares for emergency purposes. There is no available evidence or data showing the effective use of landing flares in the operation of small passenger-carrying airplanes. Furthermore, the records reveal that in 55 reported instances landing flares were discharged inadvertently while the airplane was on the ground or in the air with resultant damage in many cases to the aircraft, other aircraft, ramps, and hangars. There have been instances where flares contributed to the intensity of a fire following a crash. It is also significant that the military services discontinued the carriage of flares in their passenger transport operations several years ago for reasons involving cost, maintenance, the hazard of carrying flares and their questionable value under emergency conditions. Furthermore, the flare requirements, which have been in effect for many years, were promulgated at a time when most airplanes had a single engine with only a short operating range, when most airports or landing areas were unlighted, and the general reliability of aircraft was considerably less than that of aircraft which are presently utilized. In recent years, improved airplane performance, reliability, and operating range, more efficient airplane landing lights, a considerable increase in the number of lighted landing areas, and the development of more accurate and dependable communications and navigational aids have clearly minimized the need for landing flare installations in

aircraft operations. The Board finds, however, that these developments which have greatly improved operations in the United States do not apply to the same degree in extended overwater operations.

The Board has carefully considered all of the comment received and other relevant information and has concluded that flares for passenger-carrying aircraft should not be required as mandatory safety equipment for operations conducted over land. It does find, however, that there is a continued need for their use in extended overwater operations.

Interested persons have been afforded an opportunity to participate in the making of this amendment (21 F. R. 10-255), and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 41 of the Civil Air Regulations (14 CFR Part 41, as amended) effective February 13, 1958 by amending § 41.25 (j) by deleting everything after the words "instrument lights" and inserting in lieu thereof the following: "and two class 1 or class 1A landing flares for night extended overwater operations."

(Sec. 205, 52 Stat. 984; 49 U. S. C. 425. Interprets or applies secs. 601, 603, 52 Stat. 1007, 1009, as amended; 49 U. S. C. 551, 553)

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN,
Secretary.

[F. R. Doc. 58-367; Filed, Jan. 15, 1958;
8:52 a. m.]

[Civil Air Regs., Amdt. 42-13]

**PART 42—IRREGULAR AIR CARRIER AND
OFF-ROUTE RULES**

LANDING FLARE REQUIREMENTS

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 9th day of January 1958.

Part 42 of the Civil Air Regulations currently requires that civil aircraft carrying passengers for hire at night shall be equipped with specified types and numbers of landing flares.

The value of landing flares as required equipment was discussed at the Board's 1955 Annual Airworthiness Review. Recommendations were made at that time to amend the regulations to require the carriage of flares only in large aircraft in extended overwater operations. As a result of this discussion and further study by the Board, Civil Air Regulations Draft Release No. 56-31, "Landing Flare Requirements of Parts 40, 41, 42, and 43 of the Civil Air Regulations," was circulated to the public (21 F. R. 10255). This notice, which proposed the deletion of the flare requirement, was issued for the purpose of obtaining the views of all interested persons to assist the Board in making a complete re-evaluation of existing flare requirements.

Comment received from interested persons concerning the proposals to delete all flare requirements (as contained in Draft Release 56-31) was varied. The consensus was that landing flare requirements for all non-commercial

cial operations and for operations which employ small aircraft for the carriage of passengers for compensation or hire should be deleted. In this connection, it should be noted that Civil Air Regulations Draft Release No. 55-24, "Air Taxi Certification and Operation Rules" (small aircraft of 12,500 pounds or less maximum certificated take-off weight), did not propose flares as required equipment and no adverse comment was received on this proposal. With respect to air carrier operations, the Air Line Pilots Association, on behalf of the pilots, recommended the retention and improvement of flares. This position was also advanced by a manufacturer of flare equipment. The Aircraft Industries Association, on behalf of the aircraft manufacturers, and the Air Transport Association, on behalf of the scheduled air carriers, recommended deletion of the flare requirements. The Civil Aeronautics Administration did not object to the deletion of flare requirements for overland operations but did recommend their retention for overwater operations.

In support of the recommendations to retain flares, the following opinions were expressed. One was that flares insure the highest possible level of safety during emergency landings at night (including emergency landings made necessary by severe vibration or buffeting, failure of aircraft components, uncontrollable fires, or the evaluation of sea conditions preparatory to ditching). It was also the view of some persons that flares might become necessary to assist in night emergency landings resulting from possible fuel exhaustion, the cause of which could be mechanical difficulties, traffic delays, communications and navigational equipment and facilities failures, and unexpected adverse weather conditions. It was also recommended that flares should be improved to provide better ground illumination and longer burning capacity to make them more effective for use in the emergency situations described above. Other comment in support of retention of flares stressed the view that safety of air carrier operations would be jeopardized if flares are not carried in overwater operations.

The Board has carefully studied this entire matter and finds that available records concerning the use of landing flares in scheduled air carrier operations show only five instances from January 1938 to the present time in which flares have been used for emergency purposes. Four of these instances involved twin-engine aircraft and one involved a four-engine aircraft. From 1947 to the present time, no multiengine air carrier aircraft has been involved in the dropping of landing flares for emergency purposes. There is no available evidence or data showing the effective use of landing flares in the operation of small passenger-carrying airplanes. Furthermore, the records reveal that in 55 reported instances landing flares were discharged inadvertently while the airplane was on the ground or in the air with resultant damage in many cases to the aircraft, other aircraft, ramps, and hangars. There have been instances where flares contributed to the intensity of a fire following a crash. It is also significant

that the military services discontinued the carriage of flares in their passenger transport operations several years ago for reasons involving cost, maintenance, the hazard of carrying flares, and their questionable value under emergency conditions. Furthermore, the flare requirements, which have been in effect for many years, were promulgated at a time when most airplanes had a single engine with only a short operating range, when most airports or landing areas were unlighted, and the general reliability of aircraft was considerably less than that of aircraft which are presently utilized. In recent years, improved airplane performance, reliability, and operating range, more efficient airplane landing lights, a considerable increase in the number of lighted landing areas, and the development of more accurate and dependable communications and navigational aids have clearly minimized the need for landing flare installations in aircraft operations. The Board finds, however, that these developments which have greatly improved operations in the United States do not apply to the same degree in extended overwater operations.

The Board has carefully considered all of the comment received and other relevant information and has concluded that flares for passenger-carrying aircraft should not be required as mandatory safety equipment for operations conducted over land. It does find, however, that there is a continued need for their use in extended overwater operations.

Interested persons have been afforded an opportunity to participate in the making of this amendment (21 F. R. 10255), and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 42 of the Civil Air Regulations (14 CFR Part 42, as amended) effective February 13, 1958 by amending § 42.21 (b) (6) by deleting the words "beyond a 3-mile radius from the center of the airport of take-off" and inserting in lieu thereof the words "at night in extended overwater operations".

(Sec. 205, 52 Stat. 984; 49 U. S. C. 425. Interprets or applies secs. 601, 603, 52 Stat. 1007, 1009, as amended; 49 U. S. C. 551, 553)

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN,
Secretary.

[F. R. Doc. 58-368; Filed, Jan. 15, 1958;
8:52 a. m.]

[Civil Air Regs., Amdt. 43-8]

PART 43—GENERAL OPERATION RULES

DELETION OF LANDING FLARE REQUIREMENTS

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 9th day of January 1958.

Part 43 of the Civil Air Regulations currently requires that civil aircraft carrying passengers for hire at night shall be equipped with specified types and numbers of landing flares.

The value of landing flares as required equipment was discussed at the Board's

1955 Annual Airworthiness Review. Recommendations were made at that time to amend the regulations to require the carriage of flares only in large aircraft in extended overwater operations. As a result of this review and further study by the Board, Civil Air Regulations Draft Release No. 56-31, "Landing Flare Requirements of Parts 40, 41, 42, and 43 of the Civil Air Regulations," was circulated to the public (21 F. R. 10255). This notice, which proposed the deletion of the flare requirement, was issued for the purpose of obtaining the views of all interested persons to assist the Board in making a complete re-evaluation of existing flare requirements.

The consensus in the comment received from interested persons on the proposals contained in Draft Release 56-31 was that the landing flare requirements should be deleted for all Part 43 operations. In this connection it should be noted that Civil Air Regulations Draft Release No. 55-24, "Air Taxi Certification and Operation Rules" (small aircraft of 12,500 pounds or less maximum certificated take-off weight), did not propose flares as required equipment and no adverse comment was received on this proposal. Attention is also called to the fact that the carriage of passengers for hire is governed by other parts of the Civil Air Regulations, namely, Parts 40, 41, and 42, and that concurrently with this amendment the Board is amending these parts by deleting the requirement for the carriage of flares in operations conducted over land.

The Board has carefully considered all of the comment received and other relevant information and has concluded that flares for passenger-carrying aircraft should not be required as essential or mandatory safety equipment for operations conducted within the United States. The elimination of the requirement for the carriage of flares as contained herein, however, will not prevent operators from carrying flares if they choose.

Interested persons have been afforded an opportunity to participate in the making of this amendment (21 F. R. 10255), and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 43 of the Civil Air Regulations (14 CFR Part 43, as amended) effective February 13, 1958 by deleting § 43.30 (b) (5).

(Sec. 205, 52 Stat. 984; 49 U. S. C. 425. Interprets or applies secs. 601, 603, 52 Stat. 1007, 1009, as amended; 49 U. S. C. 551, 553)

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN,
Secretary.

[F. R. Doc. 58-369; Filed, Jan. 15, 1958;
8:53 a. m.]

[Civil Air Regs. Amdt. 50-1]

PART 50—AIRMAN AGENCY CERTIFICATES

DELETION OF HANGAR FACILITIES REQUIREMENT

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 10th day of January 1958.

Part 50 of the Civil Air Regulations prescribes minimum requirements for the issuance of airman agency certificates for one or more school ratings. Section 50.12 (b) requires each flying school to have "Adequate hangar facilities housing all aircraft used for flight instruction."

The Board has reviewed the necessity for retaining the hangar requirement of § 50.12 (b) and has concluded that this requirement is not necessary to assure that the airworthiness of aircraft used in flight training is maintained.

In reaching this conclusion, the Board has taken into consideration the fact that the Civil Air Regulations currently require all aircraft used for flight instruction and other purposes for hire, whether hangared or not, to be given a periodic inspection or, in the alternative, require that such aircraft be inspected in accordance with a continuous airworthiness inspection system (progressive system) which provides for inspections at scheduled intervals in accordance with procedures prescribed by the Administrator. A record of the time in service of each aircraft and engine, inspections, maintenance, compliance with mandatory notes, weight and balance records, equipment list, and a reference to major repairs and major alterations are now required to be kept in the aircraft log. There is no special exemption given for aircraft that are required to be kept hangared, nor are there more stringent requirements for those aircraft which are not required to be hangared. The approved school operator is the only segment of aviation burdened with the requirement to hangar aircraft.

The degree of surveillance exercised by the Administrator of Civil Aeronautics is considered sufficient to assure that all aircraft used for flight instruction by agencies certificated under Part 50 are inspected and maintained in an airworthy condition, as required by the Civil Air Regulations, whether or not such aircraft are kept in a hangar.

Interested persons have been afforded an opportunity to participate in the making of this amendment (22 F. R. 7080), and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 50 of the Civil Air Regulations (14 CFR Part 50, as amended) effective February 15, 1958 by amending § 50.12 by deleting paragraph (b) and redesignating paragraphs (c) through (g) as (b) through (f), respectively.

(Sec. 205, 52 Stat. 984; 49 U. S. C. 425. Interprets or applies secs. 601, 607, 52 Stat. 1007, 1011, as amended; 49 U. S. C. 551, 557)

Effective: January 15, 1958.

Adopted: January 10, 1958.

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN,
Secretary.

[F. R. Doc. 58-370; Filed, Jan. 15, 1958; 8:53 a. m.]

TITLE 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket 6850]

PART 13—DIGEST OF CEASE AND DESIST ORDERS

TEITELBAUM FURS ET AL.

Subpart—*Advertising falsely or misleadingly*: § 13.130 *Manufacture or preparation*: Fur Products Labeling Act; § 13.155 *Prices*: Comparative; fictitious marking; usual as reduced, special, etc. Subpart—*Invoicing products falsely*: § 13.1108 *Invoicing products falsely*: Fur Products Labeling Act. Subpart—*Misbranding or mislabeling*: § 13.1212 *Formal regulatory and statutory requirements*: Fur Products Labeling Act. Subpart—*Neglecting, unfairly or deceptively, to make material disclosure*: § 13.1852 *Formal regulatory and statutory requirements*: Fur Products Labeling Act.

(Sec. 6, 38 Stat. 721; 15 U. S. C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; sec. 8, 65 Stat. 179; 15 U. S. C. 45, 69f) [Cease and desist order, Teitelbaum Furs et al., Beverly Hills, Calif., Docket 6850, December 13, 1957]

In the Matter of Teitelbaum Furs, a Corporation, and Albert Teitelbaum and Francis K. Somper, Individually and as Officers of Said Corporation

This proceeding was heard by a hearing examiner on the complaint of the Commission charging a furrier in Beverly Hills, Calif., with violating the Fur Products Labeling Act by attaching fictitious price tags to fur products; by advertising in newspapers which failed to disclose that certain products contained artificially colored fur and represented prices falsely as reduced from regular prices which were actually fictitious; and by failing in other respects to comply with the advertising, invoicing, and labeling requirements.

Following approval of an agreement between the parties containing a consent order, the hearing examiner made his initial decision and order to cease and desist which became on December 13, 1957, the decision of the Commission.

The order to cease and desist is as follows:

It is ordered, That Teitelbaum Furs, a corporation, and its officers, and Albert Teitelbaum and Francis K. Somper, individually and as officers of said corporation, and their representatives, agents and employees, directly or through any corporate or other device, in connection with the introduction into commerce, or the sale, advertising, or offering for sale, in commerce, or the transportation or distribution in commerce, of fur products, or in connection with the sale, advertising, offering for sale, transportation or distribution of fur products which have been made in whole or in part of fur which has been shipped and received in commerce, as "commerce", "fur" and "fur products" are defined in the Fur Products Labeling Act, do forthwith cease and desist from:

A. Misbranding fur products by:

1. Setting forth on labels attached thereto fictitious prices or any misrepresentation as to the value of such fur products, either directly or by implication;

2. Failing to affix labels to fur products showing:

(a) The name or names of the animal or animals producing the fur or furs contained in the fur product as set forth in the Fur Products Name Guide and as prescribed under the rules and regulations;

(b) That the fur product contains or is composed of used fur, when such is the fact;

(c) That the fur product contains or is composed of bleached, dyed or otherwise artificially colored fur, when such is the fact;

(d) That the fur product is composed in whole or in substantial part of paws, tails, bellies or waste fur, when such is the fact;

(e) The name, or other identification issued and registered by the Commission, of one or more persons who manufactured such fur product for introduction into commerce, introduced it into commerce, sold it in commerce, advertised or offered it for sale, or transported or distributed it in commerce;

(f) The name of the country of origin of any imported furs used in the fur product;

3. Setting forth on labels attached to fur products:

(a) Information required under section 4 (2) of the Fur products Labeling Act and the rules and regulations thereunder in abbreviated form or in handwriting;

(b) Information required under section 4 (2) of the Fur Products Labeling Act and the rules and regulations thereunder mingled with nonrequired information;

B. Falsely or deceptively invoicing fur products by:

1. Failure to furnish invoices to purchasers of fur products showing:

(a) The name or names of the animal or animals producing the fur or furs contained in the fur product as set forth in the Fur Products Name Guide and as prescribed under the rules and regulations;

(b) That the fur product contains or is composed of used fur, when such is the fact;

(c) That the fur product contains or is composed of bleached, dyed or otherwise artificially colored fur, when such is the fact;

(d) That the fur product is composed in whole or in substantial part of paws, tails, bellies or waste fur, when such is the fact;

(e) The name and address of the person issuing such invoice;

(f) The name of the country of origin of any imported fur contained in a fur product;

2. Setting forth information required under section 5 (b) (1) of the Fur Products Labeling Act and the rules and regulations thereunder in abbreviated form;

C. Falsely or deceptively advertising fur products through the use of any advertisement, representation, public announcement or notice which is intended to aid, promote or assist, directly or indirectly, in the sale or offering for sale of fur products, and which:

1. Fails to disclose that the fur product contains or is composed of bleached, dyed or otherwise artificially colored fur, when such is the fact;

2. Represents, directly or by implication, that the regular or usual price of any fur product is any amount which is in excess of the price at which the respondents have usually and customarily sold such products in the recent regular course of their business;

3. Makes use of comparative prices or percentage savings claims unless such compared prices or percentage savings are based upon current market values or unless a bona fide price at a designated time is stated;

4. Makes pricing claims or representations of the types referred to in paragraphs 2 and 3 above, unless there are maintained by respondents full and adequate records disclosing the facts upon which such claims or representations are based, as required by Rule 44 (e) of the rules and regulations.

By "Decision of the Commission", etc., report of compliance was required as follows:

It is ordered, That respondent Teitelbaum Furs, a corporation, and Albert Teitelbaum and Francis K. Somper, individually and as officers of said corporation, shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing, setting forth in detail the manner and form in which they have complied with the order to cease and desist.

Issued: December 13, 1957.

By the Commission.

[SEAL] ROBERT M. PARRISH,
Secretary.

[F. R. Doc. 58-362; Filed, Jan. 15, 1958;
8:51 a.m.]

[Docket 6876]

PART 13—DIGEST OF CEASE AND DESIST ORDERS

LESLIE PATTON

Subpart—*Advertising falsely or misleadingly*: § 13.60 *Earnings and profits*; § 13.85 *Government approval, action, connection or standards*: In general; § 13.143 *Opportunities*; § 13.205 *Scientific or other relevant facts*.

(Sec. 6, 38 Stat. 721; 15 U. S. C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U. S. C. 45) [Cease and desist order, Lester B. Patterson and Edith F. Patterson doing business as Leslie Patton, Chicago, Ill., Docket 6876, December 10, 1957]

In the Matter of Lester B. Patterson and Edith F. Patterson, Individually and as Copartners Doing Business as Leslie Patton

This proceeding was heard by a hearing examiner on the complaint of the

Commission charging sellers in Chicago with advertising falsely in magazines and otherwise that persons completing their correspondence course could make \$50 a day or \$15,000 to \$20,000 a year buying and selling scrap gold; that it was "to be found wherever you go", "waiting for you to pick it up"; and that the U. S. Government paid \$35 an ounce for the gold contained in "old junk jewelry".

Following acceptance of an agreement between the parties containing a consent order, the hearing examiner made his initial decision and order to cease and desist which became on December 10 the decision of the Commission.

The order to cease and desist is as follows:

It is ordered, That respondents Lester B. Patterson and Edith F. Patterson, individually or as copartners, trading as Leslie Patton, or trading under any other name, their agents, representatives, and employees, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution in commerce, as "commerce" is defined in the Federal Trade Commission Act, of a course of instruction in buying and selling scrap gold, do forthwith cease and desist from representing, directly or by implication, that:

1. Persons completing said course of instruction and engaging in the buying and selling of scrap gold can make \$50 a day or \$12,000 to \$20,000 a year or any other amount in excess of the amount that is customarily and usually earned by such persons.

2. The United States Government pays \$35 per ounce, or any other amount for scrap gold that is in excess of the net amount actually paid after all deductions.

3. Scrap gold is readily available or that it can be obtained readily or with little effort.

By "Decision of the Commission", etc., report of compliance was required as follows:

It is ordered, That the respondents herein shall within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with the order to cease and desist.

Issued: December 10, 1957.

By the Commission.

[SEAL] ROBERT M. PARRISH,
Secretary.

[F. R. Doc. 58-363; Filed, Jan. 15, 1958;
8:51 a.m.]

[Dockets 6691 and 6692]

PART 13—DIGEST OF CEASE AND DESIST ORDERS

RENNEL PRODUCTS AND RENNEL SALES

Subpart—*Advertising falsely or misleadingly*: § 13.170 *Qualities or properties of product or service*.

(Sec. 6, 38 Stat. 721; 15 U. S. C. 46. Interprets or applies sec. 5, 38 Stat. 719, as amended; 15 U. S. C. 45) [Cease and desist orders: Glenn W. Braun and Clyde Witt trading as Rennel Products, Toledo, Ohio, Docket 6691; and Charles J. Braun and Rose Marie Witt trading as Rennel Sales, Detroit, Mich., Docket 6692, December 18, 1957]

In the Matter of Glenn W. Braun and Clyde Witt, Copartners Trading as Rennel Products and Charles J. Braun and Rose Marie Witt, Copartners Trading as Rennel Sales

These proceedings were heard by a hearing examiner on the complaint of the Commission charging sellers in Toledo, Ohio, and Detroit, Mich., with representing falsely in advertisements in newspapers—prepared mainly from solicited testimonial letters, writers of which were given free bottles of the product—that their preparation "Rennel Concentrate", essentially a laxative, constituted an effective treatment for obesity and would greatly reduce weight.

Following filing of respondents' answers and hearings in due course, the hearing examiner made his initial decisions, including findings of fact, conclusions, and orders to cease and desist, which the Commission reviewed and on December 18 adopted as the decisions of the Commission.

The combined orders to cease and desist are as follows:

It is ordered, That respondents Glenn W. Braun and Clyde Witt, individuals and copartners trading as Rennel Products; and respondents Charles J. Braun and Rose Marie Witt, individuals and copartners trading as Rennel Sales, or under any other name, and respondents' agents, representatives and employees, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of the preparation designated as Rennel Concentrate or of any other preparation of substantially similar composition or possessing substantially similar properties, whether sold under the same name or names, or any other name, do forthwith cease and desist from, directly or indirectly:

1. Disseminating or causing to be disseminated any advertisement by means of the United States mails or by any means in commerce, as "commerce" is defined in the Federal Trade Commission Act, which advertisement represents, directly or by implication:

(a) That said preparation constitutes a competent or effective treatment for obesity.

(b) That said preparation will reduce the weight of the user.

By "Decision of the Commission", etc., reports of compliance were required as follows:

It is further ordered, That the respondents, Glenn W. Braun and Clyde Witt; and respondents, Charles J. Braun and Rose Marie Witt, shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have

complied with the order contained in said initial decision.

Issued: December 18, 1957.

By the Commission.

[SEAL] ROBERT M. PARRISH,
Secretary.

[F. R. Doc. 58-364; Filed, Jan. 15, 1958;
8:51 a. m.]

TITLE 36—PARKS, FORESTS, AND MEMORIALS

Chapter I—National Park Service, Department of the Interior

PART 1—GENERAL RULES AND REGULATIONS PRIVATE OPERATIONS

Subparagraph (2) of paragraph (b) of § 1.31 *Private operations* is amended to read as follows:

(2) No person, firm, or corporation shall engage in or solicit any business or erect or maintain buildings or other structures on federally owned lands within any park or monument except when authority therefor has been granted pursuant to a revocable permit issued by an authorized officer or employee of the National Park Service.

(Sec. 3, 39 Stat. 535, as amended; 16 U. S. C. 3)

ROYCE A. HARDY,
Assistant Secretary of the Interior.

JANUARY 10, 1958.

[F. R. Doc. 58-332; Filed, Jan. 15, 1958;
8:45 a. m.]

TITLE 32A—NATIONAL DEFENSE, APPENDIX

Chapter I—Office of Defense Mobilization

[DEFENSE MOBILIZATION ORDER IX-3]

DMO IX-3—UNITED STATES TELECOMMUNICATION POLICY FOR GOVERNMENT USE OF RADIO FREQUENCIES BELOW 30 Mc/s FOR DOMESTIC FIXED SERVICE

By virtue of the authority vested in me by the National Security Act of 1947, as amended; Reorganization Plan No. 3 of 1953; the Defense Production Act of 1950, as amended; Executive Order 10460 of June 16, 1953; Executive Order 10480 of August 15, 1953; and Executive Order 10695-A of January 16, 1957; there is hereby established a United States Policy for the Government use of radio frequencies below 30 Mc/s for domestic fixed service:

1. To ensure that sufficient high frequencies will be available for the operation of radio circuits which are essential

No. 11—2

to the national security and defense and to conserve frequencies below 30 Mc/s for services which cannot be operated adequately without their use, the Departments and Agencies of the Executive Branch of the Government shall use radio frequencies below 30 Mc/s for domestic point-to-point service only in the following circumstances:

a. When it is indispensable to do so, and on the condition that the characteristics of the stations continue to conform to those in the United States Frequency Assignment Record:

(1) A fixed station may, as a secondary service, transmit to mobile stations on its normal frequencies;

(2) A land station may communicate, on a secondary basis, with fixed stations or other land stations of the same category.

b. Where technical and operational requirements dictate, fixed stations may transmit to other fixed stations for the domestic haul of overseas traffic in transit, or destined for the United States. Such domestic radio haul shall be a segment of the overall overseas radio system.

c. Where normal means of communication are, or might be disrupted temporarily and the communications are operational (not logistical or administrative) and of such importance to the national interest that interruption of service for even a brief period cannot be tolerated, and the essential reliability cannot be obtained by other practicable measures. On-the-air testing shall be restricted to a minimum, shall be restricted to test message traffic, and shall not include operator training.

d. Where other telecommunication facilities do not exist, are inadequate, or are impracticable of installation, and where the use of frequencies above 30 Mc/s is not practicable.

e. In an emergency jeopardizing life, public safety, or important property under conditions calling for immediate communication where other means of communication do not exist or are temporarily disrupted or are inadequate, and where arrangements for alternate means of communication are not practicable, regularly assigned frequencies may be used until the emergency is ended or communication is restored, whichever is earlier.

2. With regard to subsections 1-c and 1-d above, requests for the authorization of frequencies for new systems, or in circumstances where the pressure on the radio spectrum would be increased materially, shall be referred by the Interdepartment Radio Advisory Committee to the Director of the Office of Defense Mobilization, with recommendations. Such referrals shall be effected in ad-

vance of assignment action. ODM will consider the IRAC recommendations and consult with the applicant to determine whether existing means of communication can be utilized or can be made to meet the applicant's requirements.

3. In promulgating this policy, in order to establish adequate radio back-up of wire-line facilities in advance for use during an emergency, subsection 1-c is interpreted to embrace the following elements: (1) The predetermination of vital communication circuits which could not tolerate disruption; (2) the installation of the necessary equipment; (3) the selection and assignment of frequencies to be employed on those circuits; and (4) on-the-air testing.

OFFICE OF DEFENSE
MOBILIZATION,
GORDON GRAY,
Director.

JANUARY 13, 1958.

[F. R. Doc 58-352; Filed, Jan. 15, 1958;
8:49 a. m.]

TITLE 42—PUBLIC HEALTH

Chapter I—Public Health Service, Department of Health, Education, and Welfare

PART 21—COMMISSIONED OFFICERS

PRESCRIPTION OF NUMBERS IN GRADE

Section 21.111 of Subpart G is amended to read as follows:

§ 21.111 *Prescription of numbers in grade.* The following maximum number of officers is authorized to be on active duty in the Regular Corps in each of the grades from the junior assistant grade to the director grade, inclusive, during the fiscal year beginning July 1, 1957, and ending June 30, 1958:

Director Grade.....	360
Senior Grade.....	450
Full Grade.....	395
Senior Assistant Grade.....	335
Assistant Grade.....	60
Junior Assistant Grade.....	0

(Sec. 215, 58 Stat. 690, as amended; 42 U. S. C. 216. Interprets or applies sec. 210, 58 Stat. 697, as amended; 42 U. S. C. 211)

This amendment shall be effective as of July 1, 1957.

Dated: December 2, 1957.

[SEAL] L. E. BURNEY,
Surgeon General.

Approved: January 8, 1958.

M. B. FOLSON,
Secretary.

[F. R. Doc. 58-341; Filed, Jan. 15, 1958;
8:46 a. m.]

PROPOSED RULE MAKING

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 3]

CLASS IV AM BROADCAST STATIONS; POWER LIMITATION

EXTENSION OF TIME FOR FILING REPLY COMMENTS

In the matter of amendment of Part 3 of the Commission's rules and regulations and technical standards concerning the power limitation of Class IV AM broadcast stations; Docket No. 12064.

1. The Commission has before it for consideration a petition filed January 8, 1958, by Community Broadcasters Association, Inc., requesting that the time for filing reply comments in the above-entitled proceeding be extended from January 13, 1958, to February 12, 1958.

2. Petitioner states that approximately 150 separate comments were filed in this proceeding on December 2, 1957, the date upon which the time for filing comments in this proceeding expired, and it urges that it is not possible for it to assemble, read and correlate this material and prepare reply comments by January 13, 1958. Community also urges that a grant of its request will neither prejudice any person nor unduly prolong the proceeding.

3. In view of the numerous comments filed and the representations of petitioner, the Commission believes that the public interest would be served by affording the extension of time requested for filing replies.

4. Accordingly, it is ordered, This 9th day of January 1958, that the aforesaid request of Community Broadcasters Association, Inc., is granted and that the time for filing reply comments in the above-entitled proceeding is extended from January 13, 1958, to February 12, 1958.

Adopted: January 9, 1958.

Released: January 10, 1958.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 58-353; Filed, Jan. 15, 1958;
8:49 a. m.]

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 52]

CANNED TOMATO JUICE

U. S. STANDARDS FOR GRADES¹

Notice is hereby given that the U. S. Department of Agriculture is considering the revision of the United States Standards for Grades of Canned Tomato Juice

¹ Compliance with the provisions of these standards shall not excuse failure to comply with the provisions of the Federal Food, Drug, and Cosmetic Act.

pursuant to the authority contained in the Agricultural Marketing Act of 1946 (60 Stat. 1087 et seq., as amended; 7 U. S. C. 1621 et seq.). This standard, if made effective, will be the second issue by the Department of grade standards for this product.

All persons who desire to submit written data, views, or arguments for consideration in connection with the proposed standards should file the same with the Chief, Processed Products Standardization and Inspection Branch, Fruit and Vegetable Division, Agricultural Marketing Service, U. S. Department of Agriculture, Washington 25, D. C., not later than April 1, 1958.

The proposed standards are as follows:

PRODUCT DESCRIPTION AND GRADES

- Sec.
52.3621 Product description.
52.3622 Grades of canned tomato juice.

FILL OF CONTAINERS

- 52.3623 Recommended fill of container.

FACTORS OF QUALITY

- 52.3624 Ascertaining the grade of a sample unit.
52.3625 Color.
52.3626 Consistency.
52.3627 Defects.
52.3628 Flavor.

EXPLANATIONS AND METHODS OF ANALYSIS

- 52.3629 Measurement of viscosity.

LOT INSPECTION AND CERTIFICATION

- 52.3630 Ascertaining the grade of a lot.

SCORE SHEET

- 52.3631 Score sheet for canned tomato juice.

AUTHORITY: §§ 52.3621 through 52.3631 issued under Sec. 205, 60 Stat. 1090, as amended; 7 U. S. C. 1624.

PRODUCT DESCRIPTION AND GRADES

§ 52.3621 *Product description.* "Canned Tomato Juice" means tomato juice prepared from clean, sound tomatoes of the red or reddish varieties, as such product is defined in the Standard of Identity for Tomato Juice (21 CFR 53.1) issued pursuant to the Federal Food, Drug and Cosmetic Act. It is packed in hermetically sealed containers and is sufficiently processed by heat, before or after sealing, to assure preservation of the product.

§ 52.3622 *Grades of canned tomato juice.* (a) "U. S. Grade A" (or "U. S. Fancy") is the quality of canned tomato juice that possesses a good color; that possesses a good consistency; that is practically free from defects; that possesses a good flavor; and scores not less than 85 points when scored in accordance with the scoring system outlined in this subpart: *Provided*, That the canned tomato juice may possess only a fairly good color, scoring not less than 25 points, if the total score is not less than 85 points.

(b) "U. S. Grade C" (or "U. S. Standard") is the quality of canned tomato juice that possesses a fairly good color; that possesses a fairly good consistency; that is fairly free from defects; that pos-

sesses a fairly good flavor; and that scores not less than 70 points when scored in accordance with the scoring system outlined in this subpart.

(c) "Substandard" is the quality of canned tomato juice that fails to meet the requirements of U. S. Grade C.

FILL OF CONTAINER

§ 52.3623 *Recommended fill of container.* Fill of container is not incorporated in the grades of the finished product, since fill of container, as such, is not a factor of quality for the purposes of these grades. It is recommended that each container of tomato juice be filled as full as practicable without impairment of quality and that the product occupy not less than 90 percent of the capacity of the container.

FACTORS OF QUALITY

§ 52.3624 *Ascertaining the grade of a sample unit.* In addition to considering other requirements outlined in the standards, the quality factors of color, consistency, defects, and flavor are evaluated in ascertaining the grade of the product. The relative importance of each factor is expressed numerically on the scale of 100. The maximum number of points that may be given for each such factor is:

Factors:	Points
Color	30
Consistency	15
Defects	15
Flavor	40
Total score	100

§ 52.3625 *Color*—(a) *General.* The amount of red in the tomato juice is determined by comparing the color of the product with that produced by spinning a combination of the following Munsell color discs:

- Disc 1—Red (5R 2.6/13) (glossy finish).
Disc 2—Yellow (2.5 YR 5/12) (glossy finish).
Disc 3—Black (N1) (glossy finish).
Disc 4—Grey (N4) (mat finish).

Such comparison is to be made under a diffused light source of approximately 250 foot-candles intensity and having a spectral quality approximating that of daylight under a moderately overcast sky, and a color temperature of 7500 degrees Kelvin ± 200 degrees. With the light source directly over the disc and product, observation is made at an angle of 45 degrees.

(b) (A) *classification.* Tomato juice that possesses a good color may be given a score of 26 to 30 points. "Good color" means a color that is typical of tomato juice made from well ripened red tomatoes and which has been properly prepared and properly processed. Such color contains as much red as, or more red than, that produced by spinning the specified Munsell color discs in the following combinations: 65 percent of the area of Disc 1; 21 percent of the area of Disc 2; 14 percent of the area of Disc 3 or of Disc 4, or 7 percent of the area of Disc 3 and 7 percent of the area of Disc 4,

whichever most nearly matches the reflectance of the tomato juice.

(c) (C) *classification*. If the tomato juice possesses a fairly good color, a score of 23 to 25 points may be given. Tomato juice that scores 23 or 24 points for color shall not be graded above U. S. Grade C, regardless of the total score for the product (this is a partial limiting rule). "Fairly good color" means a color that is typical of canned tomato juice. To score 25 points for color the juice shall contain as much red as, or more red than, that produced by spinning the specified Munsell color discs in the following combinations: 59 percent of the area of Disc 1; 24½ percent of the area of Disc 2; 16½ percent of the area of either Disc 3 or Disc 4, or 8¼ percent of the area of Disc 3 and 8¼ percent of the area of Disc 4, whichever most nearly matches the reflectance of the tomato juice. To score 23 or 24 points for color the tomato juice shall contain as much red as, or more red than, that produced by spinning the specified Munsell color discs in the following combinations: 53 percent of the area of Disc 1; 28 percent of the area of Disc 2; 19 percent of the area of either Disc 3 or Disc 4, or 9½ percent of the area of Disc 3 and 9½ percent of the area of Disc 4, whichever most nearly matches the reflectance of the tomato juice.

(d) (SStd.) *classification*. Tomato juice that fails to meet the requirements of paragraph (c) of this section may be given a score of 0 to 22 points and shall not be graded above Substandard, regardless of the total score for the product (this is a limiting rule).

§ 52.3626 *Consistency*—(a) (A) *classification*. Tomato juice that possesses a good consistency may be given a score of 13 to 15 points. "Good consistency" means that the tomato juice flows readily; has a substantial amount of insoluble tomato solids in suspension; and that there is little tendency for such solids to settle out. To score in this classification the viscosity reading, in seconds, when determined in accordance with the method outlined herein is not less than the number of seconds specified for the observed temperature of the juice, as indicated in Table I:

TABLE I—VISCOSITY

Observed temperature of juice, degree C:	Minimum number of seconds flow of 200 ml. juice
20.....	67.9
21.....	67.3
22.....	66.8
23.....	66.3
24.....	65.8
25.....	65.3
26.....	64.9
27.....	64.5
28.....	64.1
29.....	63.8
30.....	63.5

(b) (C) *classification*. If the tomato juice possesses a fairly good consistency a score of 10 to 12 points may be given. Tomato juice that falls into this classi-

fication shall not be graded above U. S. Grade C, regardless of the total score for the product (this is a limiting rule). "Fairly good consistency" means that the product may flow readily or may be slightly viscous; has a normal amount of insoluble tomato solids in suspension; and that there is not a marked tendency for such solids to settle out.

(c) (SStd.) *classification*. Tomato juice that fails to meet the requirements of paragraph (b) of this section may be given a score of 0 to 9 points and shall not be graded above Substandard, regardless of the total score for the product (this is a limiting rule).

§ 52.3627 *Defects*—(a) *General*. The factor of defects refers to the degree of freedom from defects, such as dark specks or scale-like particles, seeds, particles of seed, tomato peel, core material, or other similar substances. This factor is evaluated by observing a layer of the juice as it slowly flows across the bottom of an inclined white tray.

(b) (A) *classification*. Tomato juice that is practically free from defects may be given a score of 13 to 15 points. "Practically free from defects" means that any defects present do not more than slightly affect the appearance or drinking quality of the tomato juice.

(c) (C) *classification*. If the tomato juice is fairly free from defects a score of 10 to 12 points may be given. Tomato juice that falls into this classification shall not be graded above U. S. Grade C, regardless of the total score for the product (this is a limiting rule). "Fairly free from defects" means that any defects present may be noticeable, but are not so large, so numerous, or of such contrasting color as to seriously affect the appearance or drinking quality of the tomato juice.

(d) (SStd.) *classification*. Tomato juice that fails to meet the requirements of paragraph (c) of this section may be given a score of 0 to 9 points and shall not be graded above Substandard, regardless of the total score for the product (this is a limiting rule).

§ 52.3628 *Flavor*—(a) (A) *classification*. Tomato juice that possesses a good flavor may be given a score of 33 to 40 points. "Good flavor" means a distinct canned tomato juice flavor and odor characteristic of good quality tomatoes. To score in this classification the flavor of the product shall not be adversely affected by stems, leaves, crushed seeds, cores, immature tomatoes, or the effects of improper trimming or processing.

(b) (C) *classification*. If the tomato juice possesses only a fairly good flavor a score of 27 to 32 points may be given. Tomato juice that falls into this classification shall not be graded above U. S. Grade C, regardless of the total score for the product (this is a limiting rule). "Fairly good flavor" means a characteristic canned tomato juice flavor. To score in this classification the flavor may be affected adversely, but not seriously so, by stems, leaves, crushed seeds, cores,

immature tomatoes, or the effects of improper trimming or processing.

(c) (SStd.) *classification*. Tomato juice that fails to meet the requirements of paragraph (b) of this section may be given a score of 0 to 26 points and shall not be graded above Substandard, regardless of the total score for the product (this is a limiting rule).

EXPLANATIONS AND METHODS OF ANALYSIS

§ 52.3629 *Measurement of viscosity*. The viscosity reading in seconds is determined by the following method:

(a) *Equipment*. Viscometer as illustrated in Figure 1.¹

(b) *Procedure*. (1) After thoroughly stirring the entire contents of the container, pour 250 milliliters of the tomato juice into the funnel of the viscometer.

(2) Stir the juice for several seconds with a centigrade thermometer and record the temperature.

(3) Open the pinchcock and with a stopwatch note the number of seconds required to fill the 200 ml. flask to the mark. This is the "viscosity reading in seconds."

LOT INSPECTION AND CERTIFICATION

§ 52.3630 *Ascertaining the grade of a lot*. The grade of a lot of canned tomato juice is determined by the procedures set forth in the regulations governing inspection and certification of processed fruits and vegetables, processed products thereof, and certain other processed food products (§§ 52.1 to 52.87).

SCORE SHEET

§ 52.3631 *Score sheet for canned tomato juice*.

Type of container.....	-----
Container size.....	-----
Label.....	-----
Code.....	-----
Volume (fluid ounces).....	-----
Vacuum (inches).....	-----
Viscosity (equivalent seconds).....	-----

Factors	Score points
Color.....	30 (A) 26-30 (C) 12-25 (SStd.) 0-22
Consistency.....	15 (A) 13-15 (C) 10-12 (SStd.) 0-9
Defects.....	15 (A) 13-15 (C) 10-12 (SStd.) 0-9
Flavor.....	40 (A) 33-40 (C) 27-32 (SStd.) 0-26
Total score.....	100
Grade.....	-----

¹ Indicates partial limiting rule.

² Indicates limiting rule.

Dated: January 13, 1958.

[SEAL] ROY W. LENNARTSON,
Deputy Administrator,
Marketing Services.

[F. R. Doc. 58-343; Filed, Jan. 15, 1958;
8:47 a.m.]

¹ Filed as part of the original document.

NOTICES

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

DAVIS COUNTY SALES CO. ET AL.

PROPOSED POSTING OF STOCKYARDS

The Director of the Livestock Division, Agricultural Marketing Service, United States Department of Agriculture, has information that the livestock markets named below are stockyards as defined in section 302 of the Packers and Stockyards Act, 1921, as amended (7 U. S. C. 202), and should be made subject to the provisions of the act.

Davis County Sales Co., Bloomfield, Iowa.
Keosauqua Sales Co., Inc., Keosauqua, Iowa.

Buck Turner's Livestock Sales, Henderson, Tex.

Notice is hereby given, therefore, that the said Director, pursuant to authority delegated under the Packers and Stockyards Act, 1921, as amended (7 U. S. C. 181 et seq.), proposes to issue a rule designating the stockyards named above as posted stockyards subject to the provisions of the act, as provided in section 302 thereof.

Any person who wishes to submit written data, views, or arguments concerning the proposed rule may do so by filing them with the Director, Livestock Division, Agricultural Marketing Service, United States Department of Agriculture, Washington 25, D. C., within 15 days after publication hereof in the FEDERAL REGISTER.

Done at Washington, D. C., this 13th day of January 1958.

[SEAL] DAVID M. PETTUS,
Director, Livestock Division,
Agricultural Marketing Service.

[F. R. Doc. 58-365; Filed, Jan. 15, 1958;
8:52 a. m.]

Office of the Secretary

MISSOURI

DESIGNATION OF AREA FOR PRODUCTION
EMERGENCY LOANS

For the purpose of making production emergency loans pursuant to section 2 (a) of Public Law 38, 81st Congress (12 U. S. C. 1148a-2 (a)), as amended, it has been determined that in the following counties in the State of Missouri a production disaster has caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

MISSOURI

Barry.	Jasper.
Barton.	Jefferson.
Bollinger.	Lawrence.
Cedar.	Ripley.
Christian.	St. Francois.
Crawford.	Stone.
Dade.	Taney.
Franklin.	Vernon.
Gasconade.	Washington.
Greene.	Wayne.
Iron.	

Pursuant to the authority set forth above, production emergency loans will not be made in the above-named counties after December 31, 1958, except to applicants who previously received such assistance and who can qualify under established policies and procedures.

Done at Washington, D. C., this 10th day of January 1958.

[SEAL] TRUE D. MORSE,
Acting Secretary.

[F. R. Doc. 58-345; Filed, Jan. 15, 1958;
8:47 a. m.]

FLORIDA

DESIGNATION OF AREA FOR PRODUCTION
EMERGENCY LOANS

For the purpose of making production emergency loans pursuant to section 2 (a) of Public Law 38, 81st Congress (12 U. S. C. 1148a-2 (a)), as amended, it has been determined that in the following counties in the State of Florida a production disaster has caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

FLORIDA

Alachua.	Marion.
Baker.	Orange.
Brevard.	Pasco.
Citrus.	Putnam.
Clay.	Seminole.
Duval.	St. Johns.
Flagler.	Sumter.
Hernando.	Volusia.
Lake.	

Pursuant to the authority set forth above, production emergency loans will not be made in the above-named counties after June 30, 1958, except to applicants who previously received such assistance and who can qualify under established policies and procedures.

Done at Washington, D. C., this 10th day of January, 1958.

[SEAL] TRUE D. MORSE,
Acting Secretary.

[F. R. Doc. 58-346; Filed, Jan. 15, 1958;
8:48 a. m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

ARKANSAS AND MISSOURI

NOTICE OF PROPOSED WITHDRAWAL AND
RESERVATION OF CERTAIN LANDS

JANUARY 10, 1958.

The Office of the United States Army Engineer District, Little Rock, Corps of Engineers, 300 Broadway, Little Rock, Arkansas, (SWLRO) has filed in the name of the Department of the Army, Corps of Engineers, Washington, D. C., an application, BLM 036414, for the withdrawal of certain public domain lands located in Boone and Carroll Counties, Arkansas, and Stone County, Mis-

souri, hereinafter described, from all forms of appropriation, entry, or sale under the public land laws, including the United States mining and mineral leasing laws, subject to valid existing rights.

The lands are to be inundated and used in conjunction with the construction, operation, and maintenance of the Table Rock Dam and Reservoir Project, Missouri and Arkansas.

For a period of 30 days from the date of publication of this notice, persons having cause may present their objections in writing to the undersigned official of the Eastern States Land Office, Bureau of Land Management, Department of the Interior, Washington 25, D. C.

If circumstances warrant it, a hearing will be held at a convenient time and place, which will be announced.

The determination of the Secretary on the application will be published in the FEDERAL REGISTER. A separate notice will be sent to each interested party of record.

The land involved in the application is:

5TH PRINCIPAL MERIDIAN, ARKANSAS

BOONE COUNTY

T. 21 N., R. 22 W.,
Sec. 14, S $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$.

CARROLL COUNTY

T. 20 N., R. 27 W.,
Sec. 10, W $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$.

The area above-described contains 60 acres.

5TH PRINCIPAL MERIDIAN, MISSOURI

STONE COUNTY

T. 22 N., R. 22 W.,
Sec. 30, SW $\frac{1}{4}$ NE $\frac{1}{4}$.

The area last above-described contains 19.75 acres, and containing in the aggregate 79.75 acres.

H. K. SCHOLL,
Manager.

[F. R. Doc. 58-329; Filed, Jan. 15, 1958;
8:45 a. m.]

[Utah III-2]

UTAH

AIR NAVIGATION FACILITIES WITHDRAWAL

JANUARY 9, 1958.

By virtue of the authority vested in the Secretary, Department of the Interior, by section 4 of the act of May 24, 1928 (49 U. S. C. sec. 214), and pursuant to the authority delegated to the Director, Bureau of Land Management, Order No. 2583 of August 16, 1950, as amended, and redelegated by Order No. 541 of April 21, 1954 (19 F. R. 2473) as amended, it is ordered as follows:

Subject to valid existing rights, the following described public lands in Tooele County, Utah, are hereby withdrawn from all forms of appropriation under the public land laws, including the mining and mineral leasing laws, and reserved for use of the Civil Aeronautics

Administration, Department of Commerce, as an air navigation facilities site:

SALT LAKE MERIDIAN, UTAH

T. 1 N., R. 8 W.,
Sec. 6: SW $\frac{1}{4}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ SW $\frac{1}{4}$.
T. 1 N., R. 9 W.,
Sec. 1: SE $\frac{1}{4}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$.

The area described aggregates 160 acres.

VAL B. RICHMAN,
State Supervisor.

[F. R. Doc. 58-330; Filed, Jan. 15, 1958;
8:45 a. m.]

UTAH

NOTICE FOR FILING OBJECTIONS TO AIR
NAVIGATION FACILITIES WITHDRAWAL
NO. III-2

JANUARY 9, 1958.

Notice is hereby given that for a period of 30 days from the date of publication of this notice, persons having cause to object to the terms of the above order withdrawing lands for air navigation facilities may file their objections, in duplicate, in the office of the State Supervisor, Bureau of Land Management, Federal Building, P. O. Box 777, Salt Lake City 10, Utah. If any objections are filed and the nature of the opposition is such as to warrant it, a public hearing will be held at a convenient time and place, which will be announced, where opponents to the order may state their views and where proponents can explain its purposes, intent and extent. Should any objection be filed, regardless of whether a hearing is held, notice of the determination as to whether the order should be rescinded, modified, or let stand will be given to all interested parties of record and the general public.

VAL B. RICHMAN,
State Supervisor.

[F. R. Doc. 58-331; Filed, Jan. 15, 1958;
8:45 a. m.]

ALASKA

NOTICE OF PROPOSED WITHDRAWAL AND
RESERVATION OF LANDS

The Department of the Air Force has filed an application, Serial No. F. 013619, for the withdrawal of the lands described below, from all forms of appropriation under the public land laws, including the mining and mineral leasing laws. The applicant desires the land for a communications station site.

For a period of 60 days from the date of publication of this notice, persons having cause may present their objections in writing to the undersigned official of the Bureau of Land Management, Department of the Interior, Box 480, Anchorage, Alaska.

If circumstances warrant it, a public hearing will be held at a convenient time and place, which will be announced.

The determination of the Secretary on the application will be published in the FEDERAL REGISTER. A separate notice will be sent to each interested party of record.

The lands involved in the application are:

PENKO DOME

T. 2 N., R. 1 E., F. M.,
Sec. 2: N $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$; all that part of Lot 4 as described by the following aliquot parts: SE $\frac{1}{4}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$.
Containing 25.00 acres, more or less.

L. T. MAIN,
Operations Supervisor, Anchorage.

[F. R. Doc. 58-351; Filed, Jan. 15, 1958;
8:49 a. m.]

DEPARTMENT OF COMMERCE

Federal Maritime Board

AMERICAN PRESIDENT LINES, LTD., AND BULL
INSULAR LINES, INC.

NOTICE OF AGREEMENT FILED FOR APPROVAL

Notice is hereby given that the following described agreement has been filed with the Board for approval pursuant to section 15 of the Shipping Act, 1916 (39 Stat. 733, 46 U. S. C. 814):

Agreement No. 8268, between American President Lines, Ltd., and Bull Insular Line, Inc., covers the transportation of general cargo under through bills of lading from the Far East to Puerto Rico, with transshipment at New York.

Interested parties may inspect this agreement and obtain copies thereof at the Regulation Office, Federal Maritime Board, Washington, D. C., and may submit, within 20 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to the agreement and their position as to approval, disapproval, or modification, together with request for hearing should such hearing be desired.

Dated: January 13, 1958.

By order of the Federal Maritime Board.

GEO. A. VIEHMANN,
Assistant Secretary.

[F. R. Doc. 58-361; Filed, Jan. 15, 1958;
8:51 a. m.]

CIVIL AERONAUTICS BOARD

[Docket No. 9190]

EAGLE AIRWAYS (BERMUDA) LTD.

NOTICE OF POSTPONEMENT OF PREHEARING
CONFERENCE

In the matter of the application of The Eagle Airways (Bermuda) Ltd. for a foreign air carrier permit authorizing it to engage in foreign air transportation with respect to persons, property and mail between the terminal point Bermuda and the terminal point New York, New York.

Notice is hereby given that the Prehearing Conference in the above-entitled proceeding previously assigned to be held on January 16, 1958, before Examiner Joseph L. Fitzmaurice is hereby postponed and reassigned to be held on January 20, 1958, at 10 a. m., in Room 5855, Commerce Building, 14th Street and Constitution Avenue NW., Washington, D. C.

Dated at Washington, D. C., January 13, 1958.

[SEAL]

FRANCIS W. BROWN,
Chief Examiner.

[F. R. Doc. 58-339; Filed, Jan. 15, 1958;
8:53 a. m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 12055-12057; FCC 58M-9]

RADIO TAMPA ET AL.

ORDER SCHEDULING PREHEARING CONFERENCE

In re applications of Richard M. Seidel, Bernice Schwartz and Harold H. Meyer, d/b as Radio Tampa, Tampa, Florida, Docket No. 12055, File No. BP-10348; Rand Broadcasting Company, Tampa, Florida, Docket No. 12056, File No. BP-11010; B. F. J. Timm, Lakeland, Florida, Docket No. 12057, File No. BP-11031; for construction permits.

It is ordered, This 6th day of January 1958, that a prehearing conference, in accordance with § 1.813 of the rules, will be held in the above-entitled matter at 10:00 a. m., February 5, 1958, in the Commission's offices at Washington, D. C.

Released: January 6, 1958.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL]

MARY JANE MORRIS,
Secretary.

[F. R. Doc. 58-354; Filed, Jan. 15, 1958;
8:49 a. m.]

[Docket No. 12165; FCC 58M-24]

DANIEL BOTELHO, JR.

ORDER SCHEDULING HEARING

In the Matter of Daniel Botelho, Jr., % Seafood Producers Association, 60 North Water Street, New Bedford, Massachusetts, Docket No. 12165; suspension of restricted radiotelephone operator permit.

It is ordered, This 9th day of January 1958, that hearing in the above-entitled matter will commence at 10:00 a. m., January 23, 1958, in the Commission's offices at Washington, D. C.

Released: January 9, 1958.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL]

MARY JANE MORRIS,
Secretary.

[F. R. Doc. 58-355; Filed, Jan. 15, 1958;
8:50 a. m.]

[Docket No. 12167; FCC 58M-23]

CAPITOL BROADCASTING Co. (WJTV)

ORDER SCHEDULING HEARING

In re modification of construction permit of Capitol Broadcasting Company (WJTV), Jackson, Mississippi, Docket No. 12167, pursuant to section 316 of the Communications Act of 1934, as amended.

It is ordered, This 9th day of January 1958, that hearing in the above-entitled

matter will commence at 10:00 a. m., February 4, 1958, in the Commission's offices at Washington, D. C.

Released: January 9, 1958.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 58-356; Filed Jan. 15, 1958;
8:50 a. m.]

[Docket Nos. 12209, 12210; FCC 58M-10]

DAVID M. SEGAL ET AL.

ORDER CONTINUING HEARING

In re applications of David M. Segal, Boulder, Colorado, Docket No. 12209, File No. BP-10427; Kenneth R. Prather and Misha S. Prather, Boulder, Colorado, Docket No. 12210, File No. BP-11289; for construction permits.

The Chief Hearing Examiner having under consideration the joint petition of the applicants, filed December 30, 1957, for an indefinite continuance of the proceedings which have been scheduled herein, viz, January 6, 1958—exchange of engineering exhibits; January 13, 1958—exchange of direct cases; January 20, 1958—formal hearing;

It appearing that there is before the Commission a motion to enlarge the issues specified in the order of designation herein, and, therefore, it is appropriate to continue the aforementioned hearing proceedings, pending action on said motion;

It is ordered, This 6th day of January 1958, that the joint petition is granted and that all hearing proceedings scheduled in the above-entitled matter are hereby continued without dates.

Released: January 6, 1958.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 58-357; Filed, Jan. 15, 1958;
8:50 a. m.]

[Docket No. 12231; FCC 58M-32]

GREYLOCK BROADCASTING Co. (WBRK)

ORDER CONTINUING HEARING

In re application of Greylock Broadcasting Company (WBRK), Pittsfield, Massachusetts, Docket No. 12231, File No. BP-11385; for construction permit.

The Hearing Examiner having under consideration (1) a petition filed January 7, 1958, by WENT Broadcasting Corporation requesting a further pre-hearing conference and continuance of the date of the evidentiary hearing; and (2) a statement filed January 8, 1958, on behalf of the Chief, Broadcast Bureau, relative to the necessity of a further pre-hearing conference; and

It appearing that the engineering study submitted on behalf of the applicant indicates the possibility of objec-

tionable interference to Stations WENT and WHAZ; and

It further appearing that the order following the first pre-hearing conference contemplated a further pre-hearing conference to discuss interference problems if they were shown to exist;

It is ordered, This the 10th day of January 1958, that a further pre-hearing conference in the above-entitled proceeding will be held on Thursday, January 16, 1958, beginning at 2:00 p. m. in the offices of the Commission, Washington, D. C.;

It is further ordered, That the evidentiary hearing now scheduled to commence on Monday, January 20, 1958, is continued to a date to be specified at the conclusion of the further pre-hearing conference.

Released: January 13, 1958.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 58-358; Filed, Jan. 15, 1958;
8:50 a. m.]

[Docket No. 12258-12260; FCC 58M-22]

WABASH VALLEY BROADCASTING CORP. ET AL.

ORDER CONTINUING HEARING

In re applications of Wabash Valley Broadcasting Corporation, Terre Haute, Indiana, Docket No. 12258, File No. BPCT-2293; Cy Blumenthal, Terre Haute, Indiana, Docket No. 12259, File No. BPCT-2316; Illiana Telecasting Corporation, Terre Haute, Indiana, Docket No. 12260, File No. BPCT-2392; for construction permits for new television broadcast stations (Channel 2).

The Hearing Examiner having under consideration the above-entitled proceeding and agreements reached by the parties at the pre-hearing conference held herein on January 8, 1958;

It is ordered, This 9th day of January 1958, that the hearing session presently scheduled for February 10, 1958 is continued until March 31, 1958, and a further pre-hearing conference is scheduled herein for March 27, 1958, at 10:00 a. m.

Released: January 9, 1958.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 58-359; Filed, Jan. 15, 1958;
8:50 a. m.]

[Docket No. 12283; FCC 58M-29]

JAMES H. DUNCAN (KSIL)

ORDER SCHEDULING HEARING

In re application of James H. Duncan (KSIL), Silver City, New Mexico, Docket No. 12283, File No. BP-10737; for construction permit.

It is ordered, This 9th day of January 1958, that Herbert Sharfman will preside at the hearing in the above-entitled pro-

ceeding which is hereby scheduled to commence on March 14, 1958, in Washington, D. C.

Released: January 10, 1958.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 58-360; Filed, Jan. 15, 1958;
8:50 a. m.]

FEDERAL POWER COMMISSION

[Project No. 682]

FLORIDA POWER CORP.

NOTICE OF APPLICATION FOR APPROVAL OF REVISED PLAN

JANUARY 9, 1958.

Public notice is hereby given that application has been filed under the Federal Power Act (16 U. S. C. 791a-825r) by Florida Power Corporation, licensee for Project No. 682, for approval of revised plan showing the proposed reconstruction of about 2,500 feet of earthen dam necessitated by a washout of the dam on September 30, 1957 after several weeks of unprecedented rainfall.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D. C., in accordance with the rules of practice and procedure of the Commission (18 CFR 1.8 or 1.10). The last day upon which protests or petitions may be filed is February 28, 1958. The application is on file with the Commission for public inspection.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F. R. Doc. 58-334; Filed, Jan. 15, 1958;
8:45 a. m.]

[Docket No. G-14181]

MURPHY H. BAXTER ET AL.

ORDER FOR HEARING AND SUSPENDING PROPOSED CHANGE IN RATE

JANUARY 9, 1958.

Murphy H. Baxter (Operator), et al., (Respondent), on December 10, 1957, tendered for filing proposed change in its rate schedule presently in effect for sales of natural gas subject to the jurisdiction of the Commission. The proposed change, which constitutes an increased rate and charge, is contained in the following designated filings:

Description: Contract, dated November 18, 1957, Notice of change, undated.

Purchaser: Phillips Petroleum Company.

Rate schedule designation: Respondent's FPC Rate Schedule No. 2, Supplement No. 1 to Respondent's FPC Gas Rate Schedule No. 2.

Effective date: January 10, 1958 (effective date is the first day after expiration of the required thirty days' notice).

In support of the proposed increased rate, Respondent states that the two producing wells covered by the subject contract were drilled to a depth of 12,000 feet at a cost in excess of \$680,000, and that the first of these two wells was a

wildcat resulting in discovery of a new gas field, that the contract was negotiated at arm's length in good faith, dedicates additional acreage and reduces Phillips' minimum take, and that the increased revenues to be derived from the proposed increased price will offset in part the increased costs of drilling and discovery. Respondent also states that the increased price is fair, does not exceed the value of the gas in the area and results from Phillips Petroleum Company paying the proposed rates to others in the area. Respondent further states that the gas is extra rich in liquid hydrocarbons and the proposed rate also covers the value of such hydrocarbons.

The proposed increased rate and charge has not been shown to be justified, and may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon a hearing concerning the lawfulness of the said proposed change, and that said rate schedule and supplement to Respondent's rate schedule be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR Ch. I), a public hearing be held upon a date to be fixed by notice from the Secretary concerning the lawfulness of the proposed periodic increase in rate and charge contained in Respondent's Rate Schedule No. 2 and Supplement No. 1 thereto.

(B) Pending such hearing and decision thereon, said rate schedule and supplement thereto be and hereby are suspended and the use thereof deferred until January 11, 1958, and until such further time as they are made effective in the manner prescribed by the Natural Gas Act.

(C) Neither the rate schedule nor the supplement thereto hereby suspended shall be changed until this proceeding has been disposed of, or until the period of suspension has expired, unless otherwise ordered by the Commission.

(D) Interested State commissions may participate as provided by §§ 1.8 and 1.37 (f) of the Commission's rules of practice and procedure (18 CFR 1.8 and 1.37 (f)).

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F. R. Doc. 58-335; Filed, Jan. 15, 1958;
8:46 a. m.]

[Docket No. G-14185]

TIDEWATER OIL CO.

ORDER FOR HEARING AND SUSPENDING
PROPOSED CHANGE IN RATE

JANUARY 9, 1958.

Tidewater Oil Company (Respondent),
on December 10, 1957, tendered for filing

a proposed change in its presently effective rate schedule for the sale of natural gas, subject to the jurisdiction of the Commission. The proposed change, which constitutes an increased rate and charge, is contained in the following designated filing:

Description: Notice of change, dated December 9, 1957.

Purchaser: El Paso Natural Gas Company.
Rate schedule designation: Supplement No. 5 to Tidewater Oil Company FPC Gas Rate Schedule No. 4.

Effective date: January 10, 1958 (effective date is the first day after expiration of the required thirty days notice).

In support of the proposed rate increase, Respondent cites the contract favored-nations provision and the Phillips Petroleum Company triggering increase and states that such provision was arrived at by arm's length bargaining and that the increased rate is just and reasonable.

The increased rate and charge so proposed has not been shown to be justified, and may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon a hearing concerning the lawfulness of the said proposed change, and that said supplement to Respondent's rate schedule, described and designated in the first paragraph hereof, be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR Ch. I), a public hearing be held upon a date to be fixed by notice from the Secretary concerning the lawfulness of the proposed increased rate and charge contained in said supplement to Respondent's rate schedule.

(B) Pending such hearing and decision thereon, said supplement be and it is hereby suspended and the use thereof deferred for a period of five months from and after the "effective date" set forth in the first paragraph hereof, and until such further time as it is made effective in the manner prescribed by the Natural Gas Act.

(C) Neither the supplement hereby suspended, nor the rate schedule sought to be altered thereby, shall be changed until this proceeding has been disposed of or until the period of suspension has expired, unless otherwise ordered by the Commission.

(D) Interested State commissions may participate as provided by §§ 1.8 and 1.37 (f) of the Commission's rules of practice and procedure (18 CFR 1.8 and 1.37 (f)).

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F. R. Doc. 58-336; Filed, Jan. 15, 1958;
8:46 a. m.]

[Docket No. G-13328]

ARKANSAS LOUISIANA GAS CO.

NOTICE OF APPLICATION AND DATE OF
HEARING

JANUARY 10, 1958.

Take notice that on September 27, 1957, as supplemented on November 26 and December 2, 1957, Arkansas Louisiana Gas Company (Applicant) filed in Docket No. G-13328 an application, pursuant to section 7 (c) of the Natural Gas Act, for a certificate of public convenience and necessity authorizing the construction and operation of routine budgeted facilities from time to time during the calendar year 1958 to enable Applicant to take into its certificated interstate transmission system natural gas which it will purchase from producers in the general area of its existing transmission system, and to enable Applicant to deliver natural gas to new direct industrial customers from its interstate transmission system, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Facilities proposed to be built to render such services are short lateral pipelines, taps, meters and appurtenances, and field compressors. No increase in authorized main line system capacity is sought.

The total cost of all projects for which authorization is sought in this budget-type application is not to exceed \$2,260,000, with no individual project to exceed \$500,000.

This matter is one that should be disposed of as promptly as possible under the applicable rules and regulations and to that end:

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on February 3, 1958, at 9:30 a. m., e. s. t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D. C., concerning the matters involved in and the issues presented by such application: *Provided, however*, That the Commission may, after a non-contested hearing, dispose of the proceedings pursuant to the provisions of § 1.30 (c) (1) or (2) of the Commission's rules of practice and procedure. Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D. C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before January 31, 1958. Failure of any party to appear at and participate in the hearing shall be construed as waiver of and concurrence in omission herein of the intermediate decision procedure in cases where a request therefor is made.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F. R. Doc. 58-337; Filed, Jan. 15, 1958;
8:46 a. m.]

[Docket No. G-13716]

KANSAS-COLORADO UTILITIES, INC.**ORDER AMENDING ORDER PROVIDING FOR
HEARING AND SUSPENDING PROPOSED
REVISED TARIFF SHEET**

JANUARY 10, 1958.

The Commission, on November 15, 1957, issued an order herein providing for hearing and suspending the proposed First Revised Sheet No. 4 to Kansas-Colorado Utilities, Inc.'s FPC Gas Tariff, Original Volume No. 1, which had been tendered for filing on October 18, 1957. The said order noted that the initial certificate authorization granted Kansas-Colorado, in Docket No. G-9952, was "conditioned upon Applicant's making appropriate rate reductions and refunds upon final determination of the proceedings involving Colorado Interstate Gas Company in Docket No. G-2576" and that those proceedings were, as yet, unresolved. In view of the continuing effect of that condition over Kansas-Colorado's rates, we provided, by ordering paragraph (D), that the proposed increased rate and charge herein is likewise subject to that certificate condition.

The Commission finds: Upon further consideration of the aforementioned order issued herein on November 15, 1957, that said order should be amended so as to eliminate therefrom (1) the last sentence in the second paragraph of said order, and (2) ordering paragraph (D).

The Commission orders: The order issued herein on November 15, 1957, be and hereby is amended so as to delete therefrom: (1) The last sentence in the second paragraph of said order; i. e., "Due to continuing nature of that certificate condition, the increased rate proposed herein is subject thereto"; and (2) ordering paragraph (D) thereof in its entirety.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.[F. R. Doc. 58-338; Filed, Jan. 15, 1958;
8:46 a. m.]

[Docket No. G-14183]

C. W. TOMLINSON ET AL.**ORDER FOR HEARING AND SUSPENDING
PROPOSED CHANGE IN RATE**

JANUARY 10, 1958.

C. W. Tomlinson (Operator) et al., on December 12, 1957, tendered for filing a proposed change in his presently effective rate schedule for sales of natural gas subject to the jurisdiction of the Commission. The proposed change, which constitutes an increased rate and charge, is contained in the following designated filing:

Description: Notice of change, dated December 9, 1957.

Purchaser: Lone Star Gas Company.
Rate schedule designation: Supplement No. 1 to Tomlinson's FPC Gas Rate Schedule No. 1.

Effective date: January 12, 1958 (effective date is the first day after expiration of the required thirty days' notice).

Respondent has filed no evidence in support of the proposed increase.

The increased rate and charge so proposed has not been shown to be justified, and may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon a hearing concerning the lawfulness of the said proposed change, and that said supplement to Respondent's rate schedule, described and designated in the first paragraph hereof, be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR Ch. I), a public hearing be held upon a date to be fixed by notice from the Secretary concerning the lawfulness of the proposed increased rate and charge contained in said supplement to Respondent's rate schedule.

(B) Pending such hearing and decision thereon, said supplement be and it is hereby suspended and the use thereof deferred for a period of five months from and after the "effective date" set forth in the first paragraph hereof, and until such further time as it is made effective in the manner prescribed by the Natural Gas Act.

(C) Neither the supplement hereby suspended, nor the rate schedule sought to be altered thereby, shall be changed until this proceeding has been disposed of or until the period of suspension has expired, unless otherwise ordered by the Commission.

(D) Interested State commissions may participate as provided by §§ 1.8 and 1.37 (f) of the Commission's rules of practice and procedure (18 CFR 1.8 and 1.37 (f)).

By the Commission (Commissioners Digby and Kline dissenting).

[SEAL] JOSEPH H. GUTRIDE,
Secretary.[F. R. Doc. 58-347; Filed, Jan. 15, 1958;
8:48 a. m.]

[Docket No. G-14186]

WOODLEY PETROLEUM CO.**ORDER FOR HEARING AND SUSPENDING
PROPOSED CHANGE IN RATE**

JANUARY 10, 1958.

Woodley Petroleum Company (Respondent), on December 13, 1957, tendered for filing a proposed change in its presently effective rate schedule for the sale of natural gas subject to the jurisdiction of the Commission. The proposed change, which constitutes an increased rate and charge, is contained in the following designated filing:

Description: Notice of change, undated.
Purchaser: El Paso Natural Gas Company.
Rate schedule designation: Supplement No. 1 to Respondent's FPC Gas Rate Schedule No. 7.

Effective date: January 13, 1958 (effective date is the first day after expiration of the required thirty days' notice).

In support of the proposed rate increase, Respondent cites competitive arm's length bargaining and states that the increased rate does not exceed the fair market value of the gas which increases daily.

The increased rate and charge so proposed has not been shown to be justified, and may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon a hearing concerning the lawfulness of the said proposed change, and that said supplement to Respondent's rate schedule, described and designated in the first paragraph hereof, be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR Ch. I), a public hearing be held upon a date to be fixed by notice from the Secretary concerning the lawfulness of the proposed increased rate and charge contained in said supplement to Respondent's rate schedule.

(B) Pending such hearing and decision thereon, said supplement be and it is hereby suspended and the use thereof deferred for a period of five months from and after the "effective date" set forth in the first paragraph hereof, and until such further time as it is made effective in the manner prescribed by the Natural Gas Act.

(C) Neither the supplement hereby suspended, nor the rate schedule sought to be altered thereby, shall be changed until this proceeding has been disposed of or until the period of suspension has expired, unless otherwise ordered by the Commission.

(D) Interested State commissions may participate as provided by §§ 1.8 and 1.37 (f) of the Commission's rules of practice and procedure (18 CFR 1.8 and 1.37 (f)).

By the Commission (Commissioners Digby and Kline dissenting).

[SEAL] JOSEPH H. GUTRIDE,
Secretary.[F. R. Doc. 58-348; Filed, Jan. 15, 1958;
8:48 a. m.]

[Docket No. G-14187]

C. B. WEBSTER**ORDER FOR HEARING AND SUSPENDING
PROPOSED CHANGE IN RATE**

JANUARY 10, 1958.

C. B. Webster (Respondent), on December 12, 1957, tendered for filing a proposed change in his presently effective rate schedule for the sale of natural gas subject to the jurisdiction of the

Commission. The proposed change, which constitutes an increased rate and charge is contained in the following designated filing:

Description: Notice of change, undated.
Purchaser: Trunkline Gas Company.
Rate schedule designation: Supplement No. 2 to Respondent's FPC Gas Rate Schedule No. 2.

Effective date: January 12, 1958 (effective date is the first day after expiration of the required thirty-days' notice).

In support of the proposed rate increase Respondent states that the increase is but a method of payment on the installment basis, that the rate has been determined by the law of supply and demand and that such method is the only feasible procedure for determining a just and reasonable rate for production of natural gas.

The increased rate and charge so proposed has not been shown to be justified, and may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon a hearing concerning the lawfulness of the said proposed change, and that said supplement to Respondent's rate schedule, described and designated in the first paragraph hereof, be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR Ch. I), a public hearing be held upon a date to be fixed by notice from the Secretary concerning the lawfulness of the proposed increased rate and charge contained in said supplement to Respondent's rate schedule.

(B) Pending such hearing and decision thereon, said supplement be and it is hereby suspended and the use thereof deferred for a period of five months from and after the "effective date" set forth in the first paragraph hereof, and until such further time as it is made effective in the manner prescribed by the Natural Gas Act.

(C) Neither the supplement hereby suspended, nor the rate schedule sought to be altered thereby, shall be changed until this proceeding has been disposed of or until the period of suspension has expired, unless otherwise ordered by the Commission.

(D) Interested State commissions may participate as provided by §§ 1.8 and 1.37 (f) of the Commission's rules of practice and procedure (18 CFR 1.8 and 1.37 (f)).

By the Commission (Commissioners Digby and Kline dissenting).

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F. R. Doc. 58-349; Filed, Jan. 15, 1958;
8:48 a. m.]

No. 11—3

INTERSTATE COMMERCE COMMISSION

[Notice 1]

CONVERSION PROCEEDINGS

JANUARY 10, 1958.

The following proceedings are governed by the Interstate Commerce Commission's Special Rules of Practice, published in the FEDERAL REGISTER on November 13, 1957, Volume 22, FEDERAL REGISTER, page 9015, concerning notice of proceedings instituted upon the Commission's own initiative, under section 212 (c) of the Interstate Commerce Act, for the revocation of motor contract carrier authority issued on or before August 22, 1957, and the issuance in lieu thereof of a certificate of public convenience and necessity (49 CFR 1.242).

Protests by respondent or other interested persons against the issuance of a certificate in lieu of contract carrier authority may be filed with the Commission within 30 days after the date notice of the proceedings is published in the FEDERAL REGISTER. If oral hearing is desired the protest must so indicate.

The authority set out in the pertinent permit or permits in connection with which a proceeding has been instituted, has, in most instances, been summarized.

MOTOR CARRIERS OF PROPERTY

No. MC 10397 (Sub No. 3), instituted on December 13, 1957. Respondent: FRED STOCK, INC., 327 Boyden Avenue, Maplewood, N. J. Respondent's attorney: August W. Heckman, 880 Bergen Avenue, Jersey City 6, N. J. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 10397, dated August 20, 1956.

Meat and packing-house products, over irregular routes, between Newark, N. J., and New York, N. Y., on the one hand, and, on the other, New York, N. Y., points in Westchester County, N. Y., and those in Hudson, Essex, Passaic, Union, Bergen, Middlesex, Morris, Somerset, and Mercer Counties, N. J.

Meat, meat products, meat byproducts, dairy products, and articles distributed by meat packinghouses as defined by the Commission, from Newark, N. J., to points in Monmouth County, N. J., and empty containers used in the transportation of the above described commodities on return.

No. MC 40872 (Sub No. 8), instituted on December 18, 1957. Respondent: STORCH TRUCKING COMPANY, INC., 131 Bay Street, Jersey City, N. J. Respondent's representative: David Millner, 1060 Broad Street, Newark 2, N. J. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to

determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 40872, dated September 13, 1941, irregular routes.

Paper and paperboard, articles manufactured therefrom, and materials, including waste paper, mill supplies, and machinery and equipment, entering into or used in the manufacture of such products, between Ridgefield Park and Bogota, N. J., and New York and Piermont, N. Y., on the one hand, and, on the other, Bound Brook, New Brunswick, and Perth Amboy, N. J., and South Norwalk, Conn., and points in Dutchess, Nassau, Orange, Rockland and Westchester Counties, N. Y., and Bergen, Essex, Hudson, Passaic, and Union Counties, N. J., and those in that part of Middlesex County, N. J., north of the Raritan River.

Chemicals and fertilizers, and materials used in the manufacture thereof, crude rubber, and gums, between New York, N. Y., Bound Brook, N. J., Greenwich, Conn., and points in Dutchess, Nassau, Orange, Rockland, and Westchester Counties, N. Y., those in Bergen, Essex, Hudson, Passaic, and Union Counties, N. J., and those in that part of Middlesex County, N. J., north of the Raritan River. Between New York, N. Y., and points in Dutchess, Nassau, Orange, Rockland, and Westchester Counties, N. Y., on the one hand, and, on the other, Whippany, N. J.

Chemicals and materials and supplies used in connection with the manufacture thereof, between Marcus Hook and Philadelphia, Pa., and Claymont, Del., on the one hand, and, on the other, Greenwich, Conn., and the New York and New Jersey points specified immediately above.

No. MC 40872 (Sub No. 1), dated April 2, 1940.

Gypsum, gypsum blocks, planks and plaster, from Linden, N. J., to points in Bronx, New York, Kings, Nassau, Orange, Queens, Rockland, Richmond, Suffolk, Dutchess, Westchester, and Putnam Counties, N. Y., and Bucks, Berks, Chester, Delaware, Lehigh, Montgomery, Northampton, and Philadelphia Counties, Pa., and those in Connecticut on and west of Connecticut Highway 29.

No. MC 40872 (Sub No. 6), dated October 17, 1956.

Tallow and greases, in bulk, in tank trucks, from Port Jervis, Kingston, and Poughkeepsie, N. Y., and Matamoras, Pa., to Jersey City, N. J.

No. MC 49487 (Sub No. 6), instituted on December 18, 1957. Respondent: JOHN F. WALTER, Box 175, Newville, Pa. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public

convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 49487, dated June 6, 1949.

Dairy products, eggs and poultry, over irregular routes, from points in Indiana and Ohio to Erie and Pittsburgh, Pa., and points within 30 miles of Pittsburgh.

Fresh fruits and vegetables and fresh and cured meats, from points in Indiana and Ohio to Pittsburgh, Pa., and points within 30 miles of Pittsburgh.

Materials, equipment, and supplies used in the production, sale, and distribution of dairy products, eggs and poultry, between Erie, Pa., Pittsburgh, Pa., and points within 30 miles of Pittsburgh, on the one hand, and, on the other, points in Indiana and Ohio.

Canned, preserved and processed food products, and materials, equipment, and supplies used in the production, sale and distribution thereof, between Pittsburgh, Pa., and points within 30 miles of Pittsburgh, on the one hand, and, on the other, points in Indiana and Ohio.

No. MC 49487 (Sub No. 3), dated September 12, 1949.

Bottled carbonated beverages, in cases, over irregular routes, from Newville, Pa., to points in New York, New Jersey, Maryland, Virginia, West Virginia, Delaware, Pennsylvania, and the District of Columbia, and *empty bottles and cases*, and *materials and supplies* used or useful in the manufacture of carbonated beverages on return.

Sugar, from Baltimore, Md., to Pittsburgh, McKeesport, Braddock, South Hills, Bruston, Homestead, McKees Rocks, Johnstown, Jeanette, and Somerset, Pa.

Candy, from Oswego, N. Y., to Pittsburgh, Pa.

Empty baskets, clamps, and lumber, from Pittsburgh, Pa., to Brockton, Forrestville, Irving, Sheridan, Silver Creek, and Medina, N. Y., and points in New York within 10 miles of Silver Creek and Medina, respectively.

Tomatoes, from the New York points specified immediately above to Pittsburgh, Pa.

Advertising matter, from Buffalo, N. Y., to Pittsburgh, Pa.

Bottle caps, from New Kensington, Pa., to Medina, N. Y., and Salem, N. J.

Empty food containers, from Buffalo and Syracuse, N. Y., Harrisburg and Philadelphia, Pa., and Washington, D. C., to Pittsburgh, Pa.

Prepared food products, advertising matter, stationery, and materials, supplies, and equipment, used or useful in the manufacture of prepared food products, subject to a "keystone" restriction, from Pittsburgh, Pa., to Antwerp, Buffalo, Rochester, and Syracuse, N. Y., Baltimore, Md., Harrisburg and Philadelphia, Pa., and Washington, D. C. From Medina, N. Y. to Chambersburg, Pa., Baltimore, Md., and Salem, N. J. to Pittsburgh, Pa.

No. MC 55121 (Sub No. 2), instituted on December 13, 1957. Respondent: AMOS KIRK, doing business as KIRK'S TRUCKING SERVICE, P. O. Box 264, Huntingdon Valley, Montgomery County,

Pa. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 55121, dated July 7, 1942.

Boilers, boiler parts, economizers, water walls, headers, stokers, power house installation materials, steel and steel products, machinery, contractors' tools and equipment, office equipment, and architects' supplies, over irregular routes, between Cornwells Heights, Pa., on the one hand, and, on the other, points in Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, and West Virginia.

Contractors' equipment and supplies, non-ferrous castings, bronze and bronze products, metal in bulk, machinery lumber and lumber patterns, mill equipment, and building and construction materials, supplies and equipment, between Philadelphia, Pa., on the one hand, and, on the other, points in Pennsylvania and New Jersey.

No. MC 55121 (Sub No. 1), dated February 27, 1948.

Boilers, boiler parts, economizers, water walls, headers, stokers, power house installation materials, steel and steel products, machinery, contractors' tools and equipment, office equipment, and architects' supplies, over irregular routes, between Philadelphia, Pa., on the one hand, and, on the other, points in Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, and West Virginia.

No. MC 55813 (Sub No. 5), instituted on December 18, 1957. Respondent: SHAFFER TRUCKING, INC., Elizabethville, Pa. Respondent's attorney: James W. Hagar, Commerce Building, Harrisburg, Pa. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 55813, dated May 19, 1954.

Fertilizer, feed and ingredients thereof, and burlap bags, over irregular routes, from Baltimore and Hagerstown, Md., to points in Pennsylvania and those in New York other than New York, N. Y., and points on Long Island.

Insecticides, from Baltimore and Hagerstown, Md., to points in the above-specified Pennsylvania and New York territories. From New York, N. Y., to points in the above-specified Pennsylvania and New York territories, and those in that part of Maryland north and west of a line beginning at the Maryland-Pennsylvania State line, and extending along U. S. Highway 40 to Baltimore, Md.,

thence along U. S. Highway 1 to the Maryland-Pennsylvania State line, including points on the indicated portions of the highways specified. From Charles Town, W. Va., to points in the above-specified New York and Maryland territories.

Fertilizer ingredients, paper bags, and cases, from Baltimore, Md., to Milton, Pa.

Malt beverages and advertising matter, from Shamokin, Pa. to points in Connecticut, Delaware, Maryland, New Jersey, New York, and the District of Columbia.

Malt beverages and advertising matter moving in connection therewith, from Shamokin, Pa., to points in Florida, Ohio, Georgia, North Carolina, South Carolina, and Virginia.

Empty malt beverage containers, from the above-described destination points to Shamokin, Pa.

Malt beverages and advertising matter therefor, subject to a "keystone" restriction, from Pottsville, Pa., to points in Maryland, Virginia, West Virginia, Delaware, New York, New Jersey, and the District of Columbia, and *empty beverage containers* on return.

No. MC 60041 (Sub No. 3), instituted on December 18, 1957. Respondent: THOMAS B. PURYEAR, 6117 Hermitage Road, Richmond 28, Va. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 60041, dated July 25, 1941.

Lumber, over specified regular routes, Between Semora, N. C., and Richmond, Va.; between Youngsville, N. C., and Richmond, Va.; between Pittsboro, N. C., and Richmond, Va.; between Kenly, N. C., and Richmond, Va., serving no intermediate points. Between Pemberton, Va., and Richmond, Va., serving no intermediate points. From Richmond, Va., to Philadelphia, Pa., and Camden, N. J., serving the intermediate points of Washington, D. C., Baltimore, Md., and Wilmington, Del., and the off-route points of Allentown, Lancaster, Lansdale, Harrisburg, Reading, and York, Pa., restricted to delivery only.

Lumber, fertilizer and grain, from Baltimore, Md., to Richmond, Va., serving no intermediate points.

No. MC 60041 (Sub No. 2), dated January 24, 1956.

Posts, poles, ties, piling, and lumber (all treated with wood preservative), over irregular routes, from Richmond, Va., and points within six miles thereof, to points in Delaware, Maryland, North Carolina, West Virginia, and the District of Columbia.

No. MC 62423 (Sub No. 3), instituted on December 18, 1957. Respondent: JAMES A. LEWERS, doing business as LEWERS TRANSPORTATION CO., 1 Angell Road, North Providence 4, R. I.

Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 62423, dated February 20, 1953.

Sugar, fresh fruit, vegetables, groceries, and equipment used by chain store markets, over specified regular routes, from Boston, Mass., to Providence and Woonsocket, R. I., and to the intermediate point of Pawtucket, R. I., for delivery only.

Such commodities as are dealt in by retail chain grocery and food business houses, and in connection therewith, *equipment, materials, and supplies*, used in the conduct of such business, subject to a "keystone" restriction, from Providence and Pawtucket, R. I., to Worcester, Mass., and to the off-route point of Whitinsville, Mass., for delivery only, and *empty containers* used in the operations specified immediately above on return.

No. MC 71569 (Sub No. 4), instituted on December 18, 1957. Respondent: B. & F. TRUCKING CO., INC., 2020 South Stiles Street, Linden, N. J. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 71569, dated September 21, 1949.

Gypsum products, chemicals and such materials and supplies as are used in the manufacture and sale of chemical products, over irregular routes, from Linden, N. J., to points in Connecticut, Delaware, that part of New York east and south of New York Highway 7 including New York, N. Y., and points on Long Island, those in Maryland east of a line beginning at the Pennsylvania-Maryland state line and extending along U. S. Highway 111 to Baltimore, and thence along Maryland Highway 2 to Annapolis, including points in Maryland on the Del-Mar-Va Peninsula, and that part of Pennsylvania east of a line beginning at the New York-Pennsylvania state line and extending along U. S. 11 to Harrisburg, and thence along U. S. Highway 111 to the Pennsylvania-Maryland state line, including points on the indicated portions of the highways specified.

Cinder block and cement, from North Arlington, N. J., to points in the above-specified destination territory.

Asbestos insulation, from Elizabeth, N. J., to New York, N. Y., and Philadelphia, Pa.

No. MC 71883 (Sub No. 5), instituted on December 18, 1957. Respondent: A. G. JACKSON, 130 Ellis Avenue, James-

town, N. Y. Respondent's representative: Floyd B. Piper, Crosby Building, Franklin Street at Mohawk, Buffalo 2, N. Y. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 71883, dated January 4, 1954.

Packing-house products, as defined by the Commission over specified regular routes from Buffalo, N. Y., to Ludlow and Warren, Pa., and Jamestown, N. Y., serving the intermediate points of Clarendon, Corry, North Warren, Russell, Sheffield, and Youngsville, Pa., restricted to delivery only; and from Jamestown, N. Y., to Dunkirk, Fredonia, and Silver Creek, N. Y., and Warren, Pa., serving no intermediate points.

IRREGULAR ROUTES:

The commodities classified as (a) meat, meat products, meat by-products, (b) dairy products, and (c) articles distributed by meat-packing houses, as defined by the Commission, from Jamestown, N. Y., to points in Allegany County, N. Y., and those in Potter, Cameron, Elk and Forest Counties, Pa.

Packing-house products and dairy products, as defined by the Commission, *fresh fruits, and vegetables*, from Buffalo, N. Y., to points in Erie County, Pa., on and east of Pennsylvania Highway 8, and those in Warren County, Pa.

Packing-house products as defined by the Commission, restricted to transportation in conjunction with pool-car shipments, from Jamestown, N. Y., to points in Erie County, Pa., on and east of Pennsylvania Highway 8, those in Cattaraugus and Chautauqua Counties, N. Y., and those in Warren and McKean Counties, Pa.

No. MC 78062 (Sub No. 30), instituted on December 18, 1957. Respondent: BEATTY MOTOR EXPRESS, INC., Jefferson Avenue Extended, Washington, Pa. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 78062, dated November 4, 1957—Modification of Permit dated July 19, 1950.

IRREGULAR ROUTES:

Sugar and canned goods, from Philadelphia, Pa., to Wheeling, Fairmont, Clarksburg, and Morgantown, W. Va., and Steubenville, Ohio; from Baltimore, Md., to Wheeling, Fairmont, Clarksburg, and Morgantown, W. Va., Steubenville, Ohio, and Pittsburgh and Washington, Pa.

Butter, canned goods and package groceries, from Cincinnati, Ohio, to

Pittsburgh and Washington, Pa., and Wheeling, W. Va.

Canned goods and package groceries, from Dayton and Marysville, Ohio, to Pittsburgh, Washington, Brownsville, Uniontown, Connellsville, New Kensington, Vandergrift, New Castle, McKees Rocks, McKeesport, Braddock, Rochester, Charleroi, Ambridge, Greensburg, Canonsburg, Butler, Homestead, Beaver Falls, Johnstown, Indiana, Jeannette, and Somerset, Pa., and Wheeling, Fairmont, Morgantown, and Clarksburg, W. Va.

Roofing materials, supplies and equipment, from Lockland, Ohio, to Washington, Pa.

Petroleum products, from Baltimore, Md., to Washington, Pa.

Glass products and supplies and equipment used or useful in the production and sale of such products (except bulk raw materials), from Clarksburg, W. Va., to Covington, Latonia, and Louisville, Ky., Indianapolis, Ind., Baltimore, Md., Camden, Millville, Belleville, Union City, and Glassboro, N. J., and points in that part of Ohio south of U. S. Highway 40 and east of U. S. Highway 25, and that part of Pennsylvania on and south of U. S. Highway 22, including points on the indicated portions of the highways specified; from Washington, Pa., to Louisville, Ky.; between Zanesville, Ohio, on the one hand, and, on the other, Camden, Millville, Belleville, Union City, and Glassboro, N. J., and points in that part of Pennsylvania on and south of U. S. Highway 22, except Washington, Pa.; between Washington, Pa., on the one hand, and, on the other, Camden, Millville, and Belleville, N. J., Wyoming, Del., Baltimore, Md., Chicago, Peoria, Evanston, and Bloomington, Ill., Indianapolis, Ind., Pittsburgh, Pa., Covington, Ky., and points in that part of Ohio north and west of a line extending along U. S. Highway 40 to Zanesville, Ohio, thence along U. S. Highway 22 to Circleville, Ohio, and thence along U. S. Highway 23 to the Kentucky-Ohio state line, that part of New York west of a line beginning at Oswego, N. Y., and extending along New York Highway 57 to Syracuse, N. Y., and thence along U. S. Highway 11 to the Pennsylvania-New York state line, and that part of West Virginia north and west of a line beginning at Bluefield, W. Va., and extending along U. S. Highway 19 to Clarksburg, W. Va., thence along U. S. Highway 50 to the West Virginia-Maryland state line, including points on the indicated portions of the highways specified.

Soap, soap powders, cleaning and washing compounds, glycerin and advertising material and premiums when shipped in connection with such products, from Cincinnati, Ohio, to Pittsburgh and Washington, Pa., and Wheeling, W. Va.

No. MC 78062 Sub 1, dated July 19, 1950.

Canned goods, from Coshocton, Ohio, to Pittsburgh, Washington, Brownsville, Uniontown, Connellsville, New Kensington, Vandergrift, New Castle, McKees Rocks, McKeesport, Braddock, Rochester, Charleroi, Ambridge, Greensburg, Canonsburg, Butler, Homestead, Beaver,

Falls, Johnstown, Indiana, Jeannette, and Somerset, Pa., and Wheeling, Fairmont, Clarksburg, and Morgantown, W. Va.

Glass products and supplies, from Washington, Pa., to Union City and Glassboro, N. J., and Latonia, Ky.

No. MC 78062 Sub 6, dated July 26, 1956.

Glass products, from Grafton, W. Va., to points in Pennsylvania; from Clarksburg, W. Va., to points in Pennsylvania north of a line beginning at the Pennsylvania-West Virginia state line and extending along U. S. Highway 22 to junction unnumbered highway (formerly U. S. 22) near Bethel, Pa., thence along unnumbered highway via Bethel to junction U. S. Highway 22 at or near Strausstown, Pa., thence along U. S. Highway 22 to junction unnumbered highway (formerly U. S. 22) near Walbert, Pa., and thence along unnumbered highway via Allentown, Bethlehem, Butztown, Wilson, and Easton, Pa., to the Pennsylvania-New Jersey state line; from Washington, Pa., Clarksburg and Grafton, W. Va., and Zanesville, Ohio, to Washington, D. C.

Lids, for glass containers, from Wheeling, W. Va., to points in the District of Columbia.

Glass products, closers and rubber rings for glass containers, and *wooden and paper cases and labels* for use in connection with the sale and distribution of glass products, from Grafton, W. Va., to points in Virginia, Maryland, Delaware, New Jersey, and New York; from Zanesville, Ohio, to points in Maryland and Delaware and those in Virginia west and north of a line beginning at the North Carolina-Virginia state line and extending along U. S. Highway 29 via Danville and Lynchburg, Va., to junction U. S. Highway 60 at Amherst, Va., thence east along U. S. Highway 60 to Richmond, Va., and thence along U. S. Highway 360 via Tappahannock, Va., to Reedsville, Va., on the Chesapeake Bay; from Clarksburg, W. Va., to points in Delaware and New York and those in Maryland, except Baltimore, those in New Jersey except Camden, Millville, Belleville, Union City, and Glassboro and those in Virginia west and north of a line beginning at the North Carolina-Virginia state line and extending along U. S. Highway 29 via Danville and Lynchburg, Va., to junction U. S. Highway 60 at Amherst, Va., thence east along U. S. Highway 60 to Richmond, Va., and thence along U. S. Highway 360 via Tappahannock, Va., to Reedsville, Va., on the Chesapeake Bay; from Washington, Pa., to points in Delaware except Wyoming, those in Maryland except Baltimore and those in Virginia west and north of a line beginning at the North Carolina-Virginia state line and extending along U. S. Highway 29 via Danville and Lynchburg to junction U. S. Highway 60 at Amherst, thence east along U. S. Highway 60 to Richmond, Va., and thence along U. S. Highway 360 via Tappahannock to Reedsville on the Chesapeake Bay; from Washington, Pa., and Zanesville, Ohio, to points in New Jersey except Camden, Millville, Belleville, Union City, and Glassboro, and

points in New York except those situated west of a line beginning at Oswego and extending along New York Highway 57 to Syracuse, N. Y., and thence along U. S. Highway 11 to the New York-Pennsylvania state line.

Closers and rubber rings for glass containers and wooden and paper cases and labels for use in connection with the sale and distribution of glass products, from Wheeling, W. Va., to points in Virginia, Maryland, Delaware, New Jersey, and New York.

No. MC 78062 Sub 7, dated July 19, 1950.

Glass products, from Zanesville, Ohio, to Adrian, Allegan, Lowell, Romeo, and Port Huron, Mich., Beaver, Bradford, Butler, Downieville, Du Bois, Hazleton, Indiana, Johnstown, McKees Rocks, Meadville, Milton, New Castle, Oil City, Punxsutawney, Sayre, Schenley, Scranton, Sharon, Wilkes-Barre, and Williamsport, Pa.; from Clarksburg and Grafton, W. Va., to points in Ohio except from Clarksburg, W. Va., to points in Ohio on and south of U. S. Highway 40 and those on and east of U. S. Highway 25; from Zanesville to points in West Virginia except Clarksburg and Grafton.

No. MC 78062 Sub 8, dated October 2, 1951.

Soap, soap powders, cleaning and washing compounds, vegetable oil shortening, cooking oil, toilet preparations, glycerine and advertising materials and premiums when shipped in connection with such products, from Cincinnati, St. Bernard, and Sharonville, Ohio, to points in Cambria, Cameron, Clarion, Clearfield, Crawford, Elk, Erie, Fayette, Forest, Greene, Jefferson, McKean, Mercer, Somerset, Venango, and Warren Counties, Pa., and points in those portions of Lawrence, Butler, Armstrong, and Indiana Counties, Pa., north of U. S. Highway 422 and points in that part of Westmoreland County, Pa., east of U. S. Highway 119, not including points on the indicated portions of the highways specified.

No. MC 78062 Sub 12, dated November 24, 1950.

Processed foods, in containers, other than frozen foods, from Louisville, Ky., to Pittsburgh, Pa., and points in Pennsylvania within 50 miles of Pittsburgh.

No. MC 78062 Sub 14, dated November 24, 1950.

Sugar and groceries, from Philadelphia, Pa., and points in the Baltimore, Md., Commercial Zone as defined by the Commission, to Barnesville, East Liverpool, and Youngstown, Ohio.

No. MC 78062 Sub 19, dated July 15, 1952.

Soda ash, in dump trucks, from Barberton, Ohio, to Lancaster, N. Y.; from Painesville, Ohio, to Washington, Pa., Canton Township, Washington County, Pa., and Lancaster, N. Y.

Soda ash and sand, in dump trucks, from Zanesville, Ohio, to Lancaster, N. Y.

Sand, in dump trucks, from Glass Rock and Howard, Ohio, to Washington, Pa., Canton Township, Washington County, Pa., and Lancaster, N. Y.

No. MC 78062 Sub 23, dated July 6, 1953.

Such merchandise as is dealt in by wholesale, retail and chain grocery and food business houses, and in connection therewith equipment materials and supplies used in the conduct of such business, subject to a Keystone restriction, between points in the territory bounded by a line beginning at Lock Haven, Pa., and extending in a southeasterly direction through Middleburg, Pa., to Selinsgrove, Pa., thence in a southwesterly direction through Newport and McConnellsburg, Pa., to Hancock, Md., thence in a southerly direction to Winchester, Va., thence in a westerly direction through Davis, W. Va. to Clarksburg, W. Va., thence in a northerly direction to New Castle, Pa., thence in a northeasterly direction through Franklin, Pa., to Kane, Pa., and thence in a southeasterly direction through Renovo, Pa., to Lock Haven, including points on the above-specified boundary line.

No. MC 78062 Sub 25, dated February 7, 1956.

Evaporated and powdered milk, in containers, from Waterford and Barnesville, Ohio, to points in Maryland, New Jersey, Pennsylvania, Virginia, West Virginia, and the District of Columbia.

Paper cartons, from Parkersburg, W. Va., to Waterford and Barnesville, Ohio.

Tin cans, from Weirton, W. Va., to Barnesville and Waterford, Ohio.

No. MC 78062 Sub 27, dated April 12, 1957.

REGULAR ROUTE:

Prepared food products and materials, equipment and supplies used in or incidental to the preparation, packing and sale thereof, subject to a Keystone restriction, between Pittsburgh, Pa., and Antwerp, N. Y., serving the intermediate points of Brocton, Silver Creek, Irving, Sheridan, and Syracuse, N. Y., and the off-route points of Medina and Rochester, N. Y.

No. MC 112206 (Sub No. 5), instituted on December 18, 1957. Respondent: STAPLE TRUCKING SERVICE, INC., 102 Junius Street, Brooklyn 12, N. Y. Respondent's representative: William D. Traub, 10 East 40th Street, New York 16, N. Y. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 112206, dated August 10, 1955.

IRREGULAR ROUTES:

Radio and television receiver parts, dry cell batteries, and electronic tubes, parts and materials used in the manufacture of electronic tubes, and *advertising materials* relating to radios, television sets, and parts thereof, between New York, N. Y., and points in Nassau and Westchester Counties, N. Y., on the one hand, and, on the other, points in Hudson and Essex Counties, N. J., except Belleville and Nutley, N. J.

Radio amplifiers, loudspeaker units, microphone and amplifier stands, turn-

tables, wire, and materials and supplies used in the installation of radio amplifiers and loudspeaker units, between New York, N. Y., on the one hand, and, on the other, points in Hudson, Essex, Bergen, Passaic, Somerset, and Union Counties, N. J.

Talking machine records, between Rockaway, N. J., and New York, N. Y.

No. MC 113681 (Sub No. 12), instituted on December 18, 1957. Respondent: BAKERY PRODUCTS DELIVERY, INC., 404 West Putnam Avenue, Greenwich, Conn. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 113681 Sub 1, dated February 15, 1955.

IRREGULAR ROUTES:

Such merchandise as is manufactured by bakeries, except frozen bakery products, subject to a Keystone restriction, from Port Chester, N. Y., to Westport, New London, Waterbury, and Hartford, Conn.; Providence, R. I., Fall River, Boston, Springfield, South Deerfield, and Worcester, Mass.; New Brunswick and Camden, N. J.; Wilmington, Del.; Baltimore, Md.; and Washington, D. C.; from Philadelphia, Pa., to Baltimore, Md.; Wilmington, Del.; Washington, D. C.; Trenton, N. J.; West Haven, Bridgeport, Waterbury, East Hartford, Hartford, Manchester, and Mystic, Conn.; Providence, R. I.; East Bridgewater, Bridgewater, Brockton, Attleboro, Waltham, Agawam, Stockbridge, Boston, Worcester, and Westfield, Mass.; from Long Island City, N. Y., to Hartford, Conn.; Boston, Mass.; Baltimore, Md.; and Washington, D. C.; from Brooklyn, N. Y., to Hartford and West Haven, Conn.; Boston, and Worcester, Mass.; Providence, R. I.; Baltimore, Md.; and Washington, D. C.

Bakery hors d'oeuvres, from Mamaroneck, N. Y., to Hartford, Conn.; Providence, R. I.; Bridgewater, Boston, and Springfield, Mass.; and Washington, D. C.; and stale or damaged merchandise and empty containers used in transporting the above-described products, on return.

No. MC 113681 Sub 4, dated May 31, 1955.

Bakery products, except frozen bakery products, subject to a Keystone restriction, from Port Chester, N. Y., to Orange, N. J., and Greenfield and Newburyport, Mass.; and from New York, N. Y., to Groton, Plantsville, Old Lyme, and Woodbury, Conn.; and Agawam, Newburyport, and Somerset, Mass.

Bakery hors d'oeuvres, from Mamaroneck, N. Y., to New London, Conn.; and returned or non-salable shipments of the above-described commodities and empty containers used in transporting such commodities, on return.

No. MC 113681 Sub 5, dated May 17, 1956.

Fresh and perishable bread, rolls, muffins, soft pastries, doughnuts and raised

biscuits, from Cambridge, Mass., to points in Connecticut; and returned shipments of the above-authorized commodities and empty containers used in transporting such commodities, on return.

NOTE: Applicant has been issued interim permit No. MC-113681 Sub 8, dated November 7, 1957, covering the transportation of: Bakery products, not frozen, over irregular routes, from Newark, N. J., to Baltimore, Md., Cambridge, Mass., and Providence, R. I., and stale or non-salable bakery products, not frozen, and empty used bakery containers, on return. The operations authorized herein are limited to a transportation service to be performed under a continuing contract or contracts with the Ward Baking Company (a New York corporation), Newark, N. J. Applicant has also been issued interim permit.

No. MC 113681 Sub 11, dated September 27, 1957; covering the transportation of: Bakery products, except frozen bakery products, over irregular routes from Port Chester, N. Y., to Allentown, Bethlehem, and Easton, Pa., and stale and damaged shipments of such commodities and empty containers used in transporting the above-described commodities, on return. The operations authorized herein are limited to a transportation service to be performed under a continuing contract for the Arnold Bakeries, Inc., of Port Chester, N. Y.

No. MC 113970 (Sub No. 1), instituted on December 18, 1957. Respondent: ANIELLO BIANCO, JOSEPH BIANCO, ANTHONY BIANCO, SOL BIANCO AND MICHAEL BIANCO, a partnership, doing business as BIANCO BROS., 409 West 14th Street, New York 14, N. Y. Respondent's representative: William D. Traub, 10 East 40th Street, New York 16, N. Y. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 113970, dated March 25, 1953. Fresh and frozen meat, over irregular routes, from New York, N. Y., to South Kearny, Hawthorne, and Newark, N. J.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F. R. Doc. 58-308; Filed, Jan. 15, 1958;
8:45 a. m.]

[Notice 8]

APPLICATIONS FOR CONVERSION BY MOTOR CONTRACT CARRIERS

JANUARY 10, 1958.

The following proceedings are governed by the Interstate Commerce Commission's special rules of practice, published in the FEDERAL REGISTER on November 13, 1957, Volume 22, FEDERAL REGISTER, page 9015, concerning notice of proceedings upon application of a holder of motor contract carrier authority, under section 212 (c) of the Interstate Commerce Act, for the revocation

of motor contract carrier authority issued on or before August 22, 1957, and the issuance in lieu thereof of a certificate of public convenience and necessity (49 CFR 1.242). A proceeding to determine the status of the carriers' operations has been instituted under section 212 (c).

Protests may be filed with the Commission within 30 days after the date of notice of the proceedings is published in the FEDERAL REGISTER. If oral hearing is desired the protest must so indicate.

The authority set out in the pertinent permits upon which a determination is sought, has, in most instances, been summarized.

MOTOR CARRIERS OF PROPERTY

No. MC 1007 (Sub No. 13) filed December 13, 1957, McCARTER TRUCK LINE, INC., 702 East 10th Street, Topeka, Kans. Applicant's attorney: J. William Townsend, 641 Harrison Street, Topeka, Kans. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 1007, dated April 10, 1957.

Fresh fruits and vegetables, minimum 5,000 pounds, during the season from the 1st day of June to the 30th day of November, both inclusive, of each year, over regular routes, from Denver, Colo., to Topeka, Kans., serving the intermediate points of Salina, Junction City, and Manhattan, Kans., restricted to delivery: from Denver, Colo., to Topeka, Kans., serving the intermediate points of Hutchinson, Newton, and Emporia, Kans., restricted to delivery: between Colorado Springs, Colo., and Denver, Colo., serving no intermediate points as an alternate route for operating convenience only in connection with otherwise authorized regular route operations.

Packing-house products and fresh meats, and advertising matter and stationery incidental to the sale and distribution of packing-house products, from Colorado Springs, Colo., to Denver, Colo., serving no intermediate points, as an alternate route for operating convenience only in connection with otherwise authorized regular route operations.

Packing-house products and fresh meats, and advertising matter and stationery, incidental to the sale and distribution of packing-house products, subject to a "Keystone" restriction, from Lawrence, Kans., to Golden, Colo., serving the intermediate point of Topeka, Kans., for pickup only, and the intermediate point of Denver, Colo., for delivery only: from Topeka, Kans., to Colorado Springs, Colo., serving the intermediate points of Holly, Lamar, Las Animas, La Junta, Rocky Ford, and Pueblo, Colo., for delivery only.

No. MC 1007 (Sub No. 10), dated April 10, 1957.

Packing-house products as defined by the Commission, in refrigerated equipment over irregular routes, limited to service for the distribution of rail pool-car traffic, between Topeka, Kans., on the one hand, and, on the other, points in Kansas, except Wichita.

Meats, packing-house products and commodities used by packing houses, as

described by the Commission, from Topeka, Kans., to points in Kansas, except Wichita, restricted to the distribution of pool truck shipments; and *empty containers or other such incidental facilities* used in transporting the commodities described immediately above, on return.

No. MC 2135 (Sub No. 9) filed November 4, 1957, DENNIS J. McNICHOL, 118 Powell Road, Springfield (Delaware County), Pa. For authority to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 2135, dated August 23, 1943.

Such merchandise as is dealt in by wholesale, retail, and chain grocery and food business houses, and, in connection therewith, *equipment, materials, and supplies* used in the conduct of such business, subject to a "Keystone" restriction, between points within the territory bounded by a line beginning at Phillipsburg, N. J., and extending through Clinton, Flemington, Jamesburg, and Cassville to Highpoint, N. J., thence south to Cape May, N. J., thence along the north and east shore line of Delaware Bay and the Delaware River to Pennsville, N. J., thence across the Delaware River to New Castle, Del., thence west to the Delaware-Maryland State line at a point west of Glasgow, Del., thence north along the Delaware-Maryland State line to point of intersection with the Pennsylvania-Maryland State line, thence west along the Pennsylvania-Maryland State line to the east bank of the Susquehanna River, thence north and west along the east bank of the Susquehanna River to West Nanticoke, Pa., thence through Tunkhannock, Nicholson, Forest City, Honesdale, and Porter's Lake to Delaware Water Gap, Pa., thence along the west bank of the Delaware River to Easton, Pa., and thence across the Delaware River to Phillipsburg, including the points named.

Fruits, vegetables, agricultural commodities, poultry, and seafood, in the respective seasons of their production, from points in New Jersey, Pennsylvania, and Delaware to points in the above-specified territory.

No. MC 2135 (Sub No. 3), dated September 30, 1947.

Frozen fruits and frozen vegetables, over irregular routes, from Philadelphia, Pa., to the District of Columbia, and to all points in Delaware, Maryland, New Jersey, Ohio, and Virginia.

Rejected or damaged shipments of the above-specified commodities, on return.

No. MC 2135 (Sub No. 5), dated January 19, 1949.

Frozen food, over irregular routes, from Philadelphia, Pa., to points in Connecticut, Delaware, Maryland, Massachusetts, New Jersey, Virginia, and the District of Columbia.

No. MC 7009 (Sub No. 6) filed October 29, 1957, GAY CAMPBELL, P. O. Box 21, Julesburg, Colo. For authority to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 7009, dated March 16, 1942.

Liquid petroleum products, in bulk, over regular routes, from Wichita, Kans., to Sterling, Colo., serving the intermediate point of McPherson, Kans., restricted to pick-up only, and to Julesburg, Colo., restricted to delivery only.

Petroleum products, in bulk, over regular routes, from Arkansas City, and Eldorado, Kans., to Oshkosh, Nebr., Sterling, Julesburg, and Brush, Colo. Service is authorized from the intermediate points of Augusta, McPherson, Potwin, Russell, and Wichita, Kans., restricted to pick-up only, and to the intermediate points of Crook, Fleming, Haxtun, Holyoke, Julesburg, and Sterling, Colo., and Big Springs, Lewellen, and Ogallala, Nebr., restricted to delivery only: from Hutchinson and Shallow Water, Kans., Superior, Nebr., and Casper, Parco, and Lance Creek, Wyo., to Oshkosh, Nebr., and Fort Morgan and Holyoke, Colo.: Service is authorized from the intermediate points of Great Bend, Kans., Cheyenne, Laramie, Glenrock, and Lusk, Wyo., restricted to pick-up only, and to the intermediate points of Big Spring, Lewellen, Ogallala, and Oshkosh, Nebr., those between Sterling, Colo., and the Colorado-Nebraska State line on U. S. Highway 138, and those between Brush, Colo., and Holyoke, Colo., including Brush, restricted to delivery only: between Wichita, Kans., and Potwin, Kans., serving no intermediate points.

No. MC 7009 (Sub No. 5), dated March 23, 1956.

Petroleum and petroleum products as described by the Commission, in bulk, in tank vehicles, over an alternate route for operating convenience only, in connection with carrier's regular route operations, from junction U. S. Highway 30 and Nebraska Highway 27 near Chappell, Nebr., to Julesburg, Colo., serving no intermediate points and serving the junction of U. S. Highway 30 and Nebraska Highway 27 for the purpose of joinder only.

Petroleum and petroleum products as described by the Commission, over irregular routes, in bulk, in tank vehicles, from Sidney, Nebr., and points within five miles thereof, to Julesburg, Colo.

No. MC 7777 (Sub No. 32), filed October 28, 1957, NEBRASKA-EASTERN EXPRESS, INC., 628 Keeline Building, Omaha, Nebr. Applicant's attorney: Stephen Robinson, 1020 Savings and Loan Building, Des Moines 9, Iowa. For authority to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 7777, dated February 4, 1954.

Packing-house products and supplies, over irregular routes, between Chicago, Ill., on the one hand, and, on the other, Sioux City, Iowa, and Omaha and South Omaha, Nebr. Between Sioux City, Iowa, on the one hand, and, on the other, East St. Louis, Ill., and Omaha and South Omaha, Nebr. Between Omaha and South Omaha, Nebr., on the one hand, and, on the other, East St. Louis, Ill.

The commodities classified as dairy products as defined by the Commission, from points in the New York, N. Y., Commercial Zone, as defined by the

Commission to Omaha, Nebr. From Omaha, Nebr., to Cleveland, Ohio, Philadelphia, Pa., Boston, Mass., Rochester, N. Y., and points in the New York, N. Y., Commercial Zone, except New York City.

Butter, eggs, and dressed poultry, from Omaha, Nebr., to New York, N. Y.

Fish, from Boston, Mass., to Omaha, Nebr., and Sioux City, Iowa.

Oysters, during the season extending from the 15th day of September to the 15th day of April, inclusive, from Oyster Bay, N. Y., Port Norris, N. J., and Baltimore, Salisbury, Galesville, Nanticoke, Chester, and Crisfield, Md., to Omaha, Nebr., and Sioux City, Iowa.

Petroleum products, in containers, from Emlenton, Pa., to Council Bluffs, Sioux City, Mason City, and Waterloo, Iowa, and Grand Island, Nebr.

Rugs and linoleum and such materials and supplies used in the laying of rugs and linoleum, from Philadelphia, Marcus Hook and Carlisle, Pa., Camden and Kearny, N. J., Yonkers and New York, N. Y., and Worcester, Mass., to Des Moines, Iowa, and Omaha, Nebr.

Rubber and rubber products, from Passaic and Jersey City, N. J., and New York, N. Y., to Des Moines, Iowa.

Paper and fibre boxes, knocked down, from Kansas City, Mo., to Jackson, Miss.

Toilet preparations and barber supplies and ingredients and supplies used in the manufacture of toilet preparations and barber's supplies, and *empty containers* for toilet preparations and barber supplies, from Des Moines, Iowa, to St. Louis, Mo., Chicago, Ill., and Detroit, Mich.

Toilet preparations and barber supplies, from Des Moines, Iowa, to Philadelphia, Pa., Jersey City, N. J., and New York, N. Y.

Glass bottles and caps, and materials used in the manufacture of toilet preparations and barber supplies, from Philadelphia, Pa., Jersey City, N. J., and New York, N. Y., to Des Moines, Iowa.

Toilet preparations, glass bottles and caps, and products used in the manufacture of toilet preparations, between Des Moines, Iowa, and Bayonne, N. J.

Toilet preparations and ingredients and supplies used in the manufacture of toilet preparations, between Jackson, Miss., on the one hand, and, on the other, Des Moines, Iowa, and Bayonne, N. J.

Toilet preparations and barber supplies, and empty containers for toilet preparations and barber supplies, between Jackson, Miss., and Des Moines, Iowa, on the one hand, and, on the other, Houston and Dallas, Tex.

No. MC 7777 (Sub No. 30), dated August 11, 1955.

Carpets, rugs, and linoleum, and materials and supplies used in the installation thereof, over irregular routes, from Kearny, N. J., and Marcus Hook, Pa., to Sioux City, Iowa, and Lincoln, Nebr.

No. MC 10629 (Sub No. 6) filed November 6, 1957, NORTH EXPRESS, INC., 219 East Main Street, Winamac, Ind. Applicant's attorney: Robert C. Smith, 512 Illinois Building, Indianapolis 4, Ind. For authority to operate as a *common carrier* of the same commodities between

the same points or within the same territory as authorized in the following permit:

No. MC 10629, acquired through MC-FC 60248. Permit has not been issued to North Express, Inc., as of this date.

Livestock, agricultural products, dressed meats, poultry, eggs, and hides, from Royal Center, Ind., to Chicago, Ill. Service is authorized from the intermediate points of Winamac, Ind., restricted to pick-up only.

Feeds, twine, building materials, roofing materials, paints, oils, farm machinery and parts, hardware, and merchandise, from Chicago, Ill., to Winamac, Ind.

Finished and semi-finished springs, highway guard rails, bolts, steel clips, and steel, between Chicago, Ill., and Winamac, Ind.; service is authorized to and from the intermediate and off-route points in the Chicago, Ill., Commercial Zone as defined by the Commission.

Finished and semi-finished springs, and highway guard rails, from Winamac, Ind., to Detroit, Mich.: from Winamac, Ind., to Pontiac, Mich.

Rags, overalls, and corduroy jackets and pants, between Medaryville, Ind., and Chicago, Ill.

Buckles, buttons, findings, and corduroy and denim goods, from Chicago over specified route to Medaryville, Ind.

Lumber and building materials, from Riverdale, Ill., to Winamac, Ind.: Service is authorized to the intermediate point of Knox, Ind., and to the off-route point of Monterey, Ind., for delivery only.

Canned goods, during the season extending from the 1st day of June to the 31st day of December, inclusive, from Rochester, Ind., to Chicago, Ill.

No. MC 18630 (Sub No. 1) filed October 22, 1957, REGINALD L. McDEVITT, AUSTIN K. McDEVITT AND PAULINE A. McDEVITT, A Partnership, doing business as R. L. McDEVITT AND SON, High Street, Ellsworth, Maine. For authority to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 18630, dated November 21, 1956.

Such merchandise as is dealt in by wholesale, retail and chain grocery and food business houses, and, in connection therewith, *equipment, materials and supplies* used in the conduct of such business, subject to a "Keystone" restriction over irregular routes, from Ellsworth, Maine, to Woodland, Calais, Eastport, Lubec, and Machais in Washington County, Maine, and Blue Hill, Bar Harbor, Mount Desert, and South West Harbor in Hancock County, Maine.

NOTE: Applicant is authorized to conduct operations as a *common carrier* in Certificate No. MC 114905 dated August 1, 1955.

No. MC 38858 (Sub No. 6) filed October 30, 1957, ELLIS PETROLEUM TRANSPORT, INC., 525 Colleger Street, Springfield, Mo. For authority to operate as a *common carrier* of the same commodities between the same points or

within the same territory as authorized in the following permit:

No. MC 38858, dated August 19, 1957.

Petroleum products, over regular routes, from Barnsdall, Okla., to Cassville, Mo., serving the intermediate point of Neosho, Mo., restricted to delivery only; and from Barnsdall, Okla., to Lamar, Mo., serving the intermediate points of Joplin, and Carthage, Mo., restricted to deliver only.

Petroleum products, over irregular routes, from Cushing, Tulsa, Cleveland, and Bristow, Okla., to points in that part of Missouri on and south of U. S. Highway 40: from Coffeyville, Kans., to Monett, Aurora, Greenfield, Springfield, Mansfield, West Plains, and Winona, Mo.

No. MC 50028 (Sub No. 10) filed October 23, 1957, PETROLEUM TRANSPORT SERVICE, INC., R. F. D. No. 1, Council Bluffs, Iowa. Applicant's attorney: Einar Viren, 904 City National Bank Building, Omaha, Nebr. For authority to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 50028 (Sub No. 2), dated July 18, 1955.

Liquid petroleum products, over regular routes, from Arkansas City and Augusta, Kans., to Omaha, Nebr., serving the intermediate points of Wichita, McPherson, and El Dorado, Kans., for pick-up only; Lincoln, Nebr., for delivery only, and Ashland, Nebr., restricted to delivery of liquid petroleum products originating at El Dorado, Kans.: from McPherson, Kans., to Union, Murdock, Firth, and Adams, Nebr., serving the intermediate points of Lincoln, Eagle, Elmwood, Avoca, and Nehawka, Nebr., for delivery only: from Kansas City, Kans., to Lincoln, Nebr., serving the intermediate point of Argentine, Kans., for pick-up only.

Refined petroleum products, over irregular routes, from refining and distributing points in Kansas to Lincoln, Nebr.

Liquid petroleum products, in bulk, in tank trucks, from refining and distributing points in Kansas to Adams, Avoca, Eagle, Elmwood, Firth, Murdock, Nehawka, Omaha, Union, Memphis, Sterling, and Ashland, Nebr.: from Argentine, Kans., other than refining and distributing points, to Sterling and Memphis, Nebr.: from Superior and Omaha, Nebr., and refining and distributing points in Kansas to points in the area bounded by a line beginning at the Missouri River and extending in an easterly direction along the Iowa-Missouri State line to junction U. S. Highway 169, thence in a northerly direction along U. S. Highway 169 to the Iowa-Minnesota State line, thence in a westerly direction along the Iowa-Minnesota State line to the South Dakota State line, thence in a northerly direction along the South Dakota-Minnesota State line to junction U. S. Highway 16, thence in a westerly direction along U. S. Highway 16 to Sioux Falls, S. Dak., thence in a southerly direction along U. S. Highway 77 to the Missouri River, and thence in a southerly direction along the Missouri River to point of beginning.

No. MC 52569 (Sub No. 1), filed December 1957, FERGUSON TRANSPORT COMPANY, INC., 601 Spring Street, Johnson City, Tenn. For authority to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 52569, dated September 10, 1942.

Such merchandise as is dealt in by chain retail department stores, over irregular routes, from Johnson City, Tenn., to points in that part of North Carolina and Virginia within 40 miles of Johnson City; and *rejected or damaged merchandise* on return

NOTE: Applicant is authorized to conduct operations as a *common carrier* in Certificate No. MC 16246 and Sub No. 1 thereunder.

No. MC 55785 (Sub No. 1), filed October 28, 1957, JOSEPH F. MOYNIHAN, JR., doing business as J. M. TRUCKING, 1451 Lexington Place, Elizabeth, N. J. For authority to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 55785, dated April 16, 1956.

Heating and air-conditioning equipment and supplies, over irregular routes from Newark and Garwood, N. J., to New York, N. Y., and points in Westchester, Suffolk, and Nassau Counties, N. Y.

No. MC 59140 (Sub No. 1) filed December 11, 1957, H. A. DAHLMAN, doing business as DAHLMAN TRUCK LINES, 1616 Clark Street, Stevens Point, Wis. Applicant's representative: Anthony T. Thomas, 3554 South Archer Avenue, Chicago 9, Ill. For authority to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 59140, dated April 7, 1949.

New furniture, over irregular routes from Stevens Point, Wis., to Milwaukee, Wis., and points in the Chicago, Ill., Commercial Zone, as defined by the Commission.

Materials used or useful in the manufacture of furniture, from Milwaukee, Wis., Waukegan, Riverdale, and Chicago Heights, Ill., and points in the Chicago, Ill., Commercial Zone, to Stevens Point, Wis.

NOTE: Applicant is authorized to conduct operations as a *common carrier* in Certificates Nos. MC 110831 and Sub 1 dated August 20, 1957 and November 14, 1950 respectively.

No. MC 59310 (Sub No. 46) filed October 24, 1957, SPROUT & DAVIS, INC., 2500 Indianapolis Boulevard, Whiting, Ind. Applicant's attorney: Howell Ellis, 520 Illinois Building, Indianapolis, Ind. For authority to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 59310 (Sub No. 3), dated May 24, 1950.

Petroleum and petroleum products, in bulk, in tank vehicles, over irregular routes, between Whiting, Ind., on the one

hand, and, on the other, points in Illinois on and north of U. S. Highway 50 and points in the St. Louis, Mo.-East St. Louis, Ill., Commercial Zone, and Hannibal, Mo., and points in Iowa located in the Davenport, Iowa-Rock Island and Moline, Ill., Commercial Zone, and Keokuk, Fort Madison, Burlington, Clinton, and Dubuque, Iowa, and 14 points in the lower peninsula of Michigan on, south and west of a line extending from Manistee, Mich., along Michigan Highway 55 to junction Michigan Highway 76, thence along Michigan Highway 76 to junction U. S. Highway 23, thence along U. S. Highway 23 to junction Michigan Highway 25, thence along Michigan Highway 25 to Unionville, Mich., thence along unnumbered County highway to junction Michigan Highway 53, thence along Michigan Highway 53 to junction Michigan Highway 59, thence along Michigan Highway 59 to the west bank of Lake St. Clair, thence along the west bank of Lake St. Clair, the Detroit River and Lake Erie to the Michigan-Ohio State line.

No. MC 59310 (Sub No. 21), dated May 6, 1948.

Petroleum and petroleum products, in bulk, in tank trucks, over irregular routes, from Rochelle, Ill., and points within two miles thereof, to points in Grant, Iowa, Lafayette, Dane, Green, Rock, Jefferson, Waukesha, Walworth, Milwaukee, Racine, and Kenosha Counties, Wis., and *rejected shipments*, on return.

No. MC 59310 (Sub No. 23), dated July 20, 1948.

Petroleum and petroleum products, in bulk, in tank trucks, over irregular routes, between East Chicago, Ind., on the one hand, and, on the other, points in that portion of Michigan, on, south, and west of a line beginning at the shore of Lake Michigan near Muskegon, Mich., and extending along Michigan Highway 20 to junction U. S. Highway 31, thence along U. S. Highway 31 to junction Michigan Highway 46, thence along Michigan Highway 46 to Kent City, Mich., thence along unnumbered highway to junction Michigan Highway 57, thence along Michigan Highway 57 to junction U. S. Highway 23, and thence along U. S. Highway 23 to the Michigan-Ohio State line, and to points in that portion of Illinois on, north, and east of a line beginning at the Illinois-Indiana State line near Raven, Ill., and extending along U. S. Highway 36 to Springfield, Ill., thence along Illinois Highway 125 to Virginia, Ill., thence along Illinois Highway 78 to Stockton, Ill., thence along U. S. Highway 20 to the bank of the Mississippi River.

No. MC 59310 (Sub No. 24), dated October 15, 1948.

Petroleum products, in bulk, in tank vehicles, over irregular routes, from Whiting, Ind., to points in Dane, Columbia, Rock, Green, Jefferson, Sheboygan, Racine, Walworth, Green Lake, Dodge, Milwaukee, Marquette, Washington, Ozaukee, Fond du Lac, Kenosha, and Waukesha Counties, Wis.

No. MC 59310 (Sub No. 32), dated May 8, 1951.

Petroleum and petroleum products, except liquefied petroleum gas, in bulk, in tank vehicles, over irregular routes from points in the Chicago, Ill., Commercial Zone, and Lemont, Ill., to points in that part of Michigan on, south and west of a line beginning at the shore of Lake Michigan near Muskegon and extending along Michigan Highway 20 to junction U. S. Highway 31, thence along U. S. Highway 31 to junction Michigan Highway 46, thence along Michigan Highway 46 to Kent City, thence along unnumbered highway to junction Michigan Highway 57, thence along Michigan Highway 57 to junction U. S. Highway 23, and thence along U. S. Highway 23 to the Michigan-Ohio State line: From East Chicago, Ind., to points in that part of Illinois bounded by a line beginning at the junction of U. S. Highway 20 and the Mississippi River and extending along U. S. Highway 20 to junction Illinois Highway 78, thence south along Illinois Highway 78 to junction Illinois Highway 125, thence east along Illinois Highway 125 to Springfield, thence east along U. S. Highway 36 to the Illinois-Indiana State line, thence south along the said State line to junction U. S. Highway 50, thence west along U. S. Highway 50 via East St. Louis, Ill., to the Mississippi River, and thence north along the Mississippi River to the point of beginning, serving points on the specified portions of the highways indicated, points in the St. Louis, Mo.-East St. Louis, Ill., Commercial Zone, and Hannibal, Mo., those in Iowa located within the Davenport-Rock Island and Moline Commercial Zone, as defined by the Commission, and Keokuk, Fort Madison, Burlington, Clinton, and Dubuque, Iowa: From South Bend, Ind., and points within 15 miles of South Bend to points in Michigan on, south and west of a line extending from Manistee along Michigan Highway 55 to junction Michigan Highway 76, thence along Michigan U. S. Highway 23 to junction Michigan Highway 25, thence along Michigan Highway 25 to Unionville, thence along unnumbered highway to junction Michigan Highway 53, thence south along Michigan Highway 53 to junction Michigan Highway 59, thence along Michigan Highway 59 to west bank of Lake St. Clair, thence along the west bank of Lake St. Clair, the Detroit River, and Lake Erie to the Michigan-Ohio State line: from points in Illinois located in the Chicago, Ill., Commercial Zone, to points in Indiana.

Petroleum and petroleum products, in bulk, in tank vehicles, except liquefied petroleum gas, and except petroleum asphalt, tar, road oil, and residual fuel oil requiring heater-coil tank vehicles, over irregular routes, from points in the Chicago, Ill., Commercial Zone, and Lemont, Ill., to points in Dane, Columbia, Rock, Green, Jefferson, Sheboygan, Racine, Walworth, Green Lake, Dodge, Milwaukee, Marquette, Washington, Ozaukee, Fond du Lac, Kenosha, and Waukesha Counties, Wis.

No. MC 59310 (Sub No. 33), dated November 19, 1953.

Petroleum and petroleum products, in bulk, in tank vehicles, over irregular

routes, from Jackson, Mich., and points within 20 miles thereof, to points in Indiana on and north of U. S. Highway 40, and *damaged, defective, rejected or returned shipments*, on return.

No. MC 59310 (Sub No. 35), dated July 2, 1954.

Petroleum and petroleum products, in bulk, in tank vehicles, over irregular routes, from Indianapolis, Ind., and points within 20 miles thereof, and, from Lafayette, Ind., and points within 25 miles thereof, to points in Illinois.

No. MC 59310 (Sub No. 44), dated July 29, 1957.

Wax, petrolatum, nitrogen solutions, lubricating oils and white oil, in bulk, in tank vehicles, over irregular routes, from Chicago, Ill., to points in Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Wisconsin, Ohio, Kansas, Oklahoma, Nebraska, and Kentucky.

Liquid chemicals as defined in *The Maxwell Co. Extension-Addyston*, 63 MCC 677, in bulk, in tank vehicles, from Chicago, Ill., to points in Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Wisconsin, and Ohio.

Asphalt and road oils, in bulk, in tank vehicles equipped with heating devices designed to control the viscosity of the commodities during transit, from Chicago, Ill., to points in Wisconsin; and *damaged, defective or returned shipments* of the above-specified commodities from points in the above-specified destination territories to Chicago, Ill.

No. MC 60871 (Sub No. 5) filed November 6, 1957, G. V. ANKENY, doing business as G. V. ANKENY'S TRANSFER, 318 Ohio Street, Johnstown, Pa. Applicant's attorney: S. Harrison Kahn, 726-34 Investment Building, Washington, D. C. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 60871, dated August 18, 1943.

Radiators and radiator parts, over irregular routes, from Johnstown, Pa., to Trenton, N. J., Rosslyn, Va., and points in Maryland and the District of Columbia.

Boilers and boiler parts, from New Castle, Pa., to Trenton, N. J., Rosslyn, Va., and points in Maryland and the District of Columbia.

Raw materials, used in the manufacture of radiators, from Trenton, N. J., to Johnstown, Pa.

Such merchandise as is dealt in by wholesale, retail, or chain grocery and food business houses, subject to a "Key-stone" restriction, from Baltimore, Md., to Johnstown, Pa.

No. MC 62056 (Sub No. 4) filed December 13, 1957, PAUL E. SCOTT, 321 East 13th Street, Hutchinson, Kans. Applicant's attorney: J. Wm. Townsend, 641 Harrison Street, Topeka, Kans. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 62056, dated December 28, 1956.

Salt, over irregular routes, from Hutchinson, Kans., to Alma, Albion,

Alliance, Arapahoe, Ashland, Ashton, Aurora, Bancroft, Battle Creek, Beatrice, Belden, Bellwood, Blair, Bloomfield, Broken Bow, Central City, Chadron, Chester, Columbus, Crete, Crawford, David City, Daykin, Eddyville, Eldorado, Elkhorn, Emerson, Exeter, Fairbury, Fairmont, Franklin, Fremont, Grand Island, Greenwood, Gresham, Gretna, Genoa, Humphrey, Imperial, Irwin, Lexington, Lincoln, Lushton, Kearney, McCook, McCool Junction, Meiford, Nebraska City, Neligh, Newman Grove, Norfolk, North Bend, North Platte, Ogallala, Omaha, O'Neill, Orchard, Osmond, Palisade, Red Cloud, Schuyler, Scottsbluff, Scribner, Shelby, South Sioux City, Silver Creek, Sidney, Stormsburg, Superior, Valentine, Waco, Wauneta, Wausa, Westpoint, and York, Nebr., and points in Colorado: from Lyons, and Kanapolis, Kans., to points in Colorado on and east of U. S. Highway 85.

Dried beans, from points in that part of Colorado on and east of U. S. Highway 85 to points in Oklahoma.

Petroleum products, in containers, from Tulsa, Okla., to Sedalina, Aurora, and Longmont, Colo.: from Ponca City and Enid, Okla., to Liberal, Oakley, La Crosse, Garden City, Meade, Satanta, Hugoton, and Great Bend, Kans., and points in that part of Colorado on and south of U. S. Highway 36 and on and east of U. S. Highway 85.

Feed, from Frederick, Okla., to points in that part of Colorado specified immediately above.

Fiber boxes, from Sand Springs, Okla., to Denver and Colorado Springs, Colo.

Butter, from Hutchinson, Kans., to Colorado Springs, Colo., and *empty butter containers*, on return.

Cottonseed cake, from Chickasha, Hollis, Altus, Mangum, and Hobart, Okla., to points in Colorado on and east of U. S. Highway 85.

Such merchandise as is dealt in by wholesale and retail food business houses, subject to a "Keystone" restriction, from Denver and La Junta, Colo., to points in Oklahoma and Kansas.

No. MC 68049 (Sub No. 4) filed December 6, 1957, HUNTER CARTAGE COMPANY, 1608 East Main Street, Streator, Ill. Applicant's attorney: Eugene L. Cohn, 1 North La Salle Street, Chicago 2, Ill. For authority to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 68049, dated January 26, 1942.

Clay products, over irregular routes, between points in La Salle and Livingston Counties, Ill., on the one hand, and, on the other, points in Indiana within ten miles of Terre Haute, including Terre Haute, those in Indiana north of U. S. Highway 40 and west of U. S. Highway 31, and those in Iowa east of U. S. Highway 63, including points on the indicated portions of the highways specified.

Glass bottles, between points in La Salle County, Ill., on the one hand, and, on the other, Clinton, Davenport, Muscatine, Burlington, Fort Madison, and Keokuk, Iowa, and points in that part of Indiana on and north of U. S. Highway 24 and on and west of U. S. Highway 31.

Roofing and building materials, between Marseilles, Ill., on the one hand, and, on the other, points in Indiana north of U. S. Highway 40 and west of U. S. Highway 31, and those in Iowa east of U. S. Highway 63 including points on the indicated portions of the highways specified.

Scrap rags and paper, from Indianapolis, Ind., to Marseilles, Ill.

No. MC 68049 (Sub No. 3), dated February 14, 1951.

Glass containers, over irregular routes, from Seneca, Streator, and Ottawa, Ill., to points in Missouri (except points in St. Louis, Mo., East St. Louis, Ill., Commercial Zone), Iowa, and the southern peninsula of Michigan.

Fibreboard or paperboard boxes, from Streator, Ill., to points in Missouri (except St. Louis, Mo., East St. Louis, Ill., Commercial Zone), Iowa and the southern peninsula of Michigan.

Empty containers and pallets, on return.

NOTE: Applicant states there is pending an application in Docket No. MC-F 6732 for authority to purchase the above-described operations under section 5 of the Interstate Commerce Act by PIC Freight Co.

No. MC 70120 (Sub No. 1), filed December 27, 1957, SAM RIGGIO, doing business as COAST FREIGHT LINE, 2305 St. Thomas Street, New Orleans, La. For authority to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 70120, dated August 23, 1943.

Packing house and dairy products, over specified regular routes, between New Orleans, La., and Gulfport, Miss., serving no intermediate points.

Crackers, biscuits and cakes, from New Orleans, La., to Biloxi, Miss., serving the intermediate points of Bay St. Louis, Pass Christian, and Gulfport, Miss.

Such merchandise as is dealt in by retail grocery houses, subject to a "Keystone" restriction, between New Orleans, La., and Hattiesburg, Miss., serving the intermediate point of Gulfport, Miss., and the off-route point of Biloxi, Miss.

Pickles and supplies incidental to the manufacture and preservation of pickles, subject to a "Keystone" restriction, between New Orleans, La., and Wiggins, Miss., serving no intermediate points.

No. MC 74056 (Sub No. 1), filed December 30, 1957, L. B. JANVRIN AND R. M. JANVRIN, doing business as B. T. JANVRIN SONS CO., Kensington Road, Hampton Falls, N. H. For authority to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 74056, dated September 12, 1946.

Lumber, piling, bridge timbers, and logs, over irregular routes, between points in York and Cumberland Counties, Maine, on the one hand, and, on the other, Providence, R. I., and points in Middlesex, Essex, Suffolk, and Norfolk Counties, Mass., and Strafford, Rockingham, and Hillsboro Counties, N. H.

No. MC 85087 (Sub No. 2), filed December 23, 1957, LEO HOLT, JR., 7307 Asbury

Avenue, Melrose Park, Pa. For authority to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 85087, dated August 13, 1957.

Tires and tubes, over irregular routes, from Philadelphia, Pa., to New York, N. Y., Wilmington, Del., Baltimore, Md., and Atlantic City and Trenton, N. J.

Electrical equipment and supplies, from Philadelphia, to Wilmington, Del., Baltimore, Annapolis, and Havre de Grace, Md., Newark, Trenton, Jersey City, Hammonton, Atlantic City, Ocean City, Wildwood, and Cape May, N. J.

Pottery, enamelware, and steel pipe and fittings, from Philadelphia, Pa., to Wilmington, Del., Baltimore, Md., Newark, Jersey City, Trenton, New Brunswick, Hammonton, Atlantic City, Ocean City, Wildwood, Cape May, and Lambertville, N. J., and New York, N. Y.

Agricultural commodities, from Philadelphia, Pa., to Atlantic City, Asbury Park, Ocean City, and Wildwood, N. J., and New York, N. Y.

New furniture, radios, and washing machines, from Philadelphia, Pa., to points in New Castle County, Del., and those in that part of New Jersey on and south of a line extending from Trenton, N. J., to Red Bank, N. J., including Trenton and Red Bank, N. J.

No. MC 88890 (Sub No. 2) filed November 1, 1957, ERNIE GABLE, 755 Clay Drive, Akron 11, Ohio. Applicant's attorney: Herbert Baker, 50 West Broad Street, Columbus 15, Ohio. For authority to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 88890, dated June 10, 1949.

Ground clay and clay products, over irregular routes, from Empire, Ohio, to points in that part of Pennsylvania on and west of U. S. Highway 15 and those in that part of West Virginia on and west of U. S. Highway 119 and on and north of U. S. Highway 60: from points in Armstrong, Beaver and Jefferson Counties, Pa., except Fallston, Pa., to points in that part of Ohio on and east of Ohio Highway 13 and on and north of U. S. Highway 40.

Clay products, during the season extending from the first day of March to the 15th day of November, inclusive, from East Canton, Malvern, Robertsville, Strasburg, Sugar Creek, Uhrichsville, and Wadsworth, Ohio, to points in that part of Pennsylvania west of U. S. Highway 15 and those in West Virginia on and west of U. S. Highway 119 and on and north of U. S. Highway 60: from Bradford and Fallston, Pa., to points in Ohio.

No. MC 95944 (Sub No. 1), filed December 12, 1957, DONALD BRENTNER, doing business as BRENTNER TRUCKING COMPANY, 415 Seminole Avenue, Rockford, Ill. For authority to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 95944, dated July 22, 1941.

Lumber and haydite blocks, over irregular routes, from Rockford, Ill., to points in Wisconsin on and south of U. S. Highway 18.

No. MC 100312 (Sub No. 9) filed October 21, 1957, MRS. ETHA MILBURN, Hugo, Okla. For authority to operate as a *common carrier*, of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 100312, dated November 22, 1941.

Lumber, in truckloads, over irregular routes, from points in Polk County, Ark., to points in Kansas east and south of a line beginning at the Oklahoma-Kansas State line and extending along Kansas Highway 14 to Kingman, Kans., thence along Kansas Highway 17 to Hutchinson, Kans., thence along U. S. Highway 50S to Emporia, Kans., thence along Kansas Highway 99 to junction Kansas Highway 4, thence along Kansas Highway 4 to Topeka, Kans., and thence along U. S. Highway 40 to the Kansas-Missouri State line, but not including Kansas City, Kans., those in Missouri on and south of U. S. Highway 50 from the Kansas-Missouri State line to junction U. S. Highway 65, and on and west of U. S. Highway 65, but not including Kansas City, Mo., and those in Oklahoma on and east of Oklahoma Highway 14.

Feed, in truckloads, from Kingfisher, Okla., to points in Polk County, Ark.

Hay, in truckloads, from points in Oklahoma to points in Polk County, Ark. No. MC 100312 (Sub No. 1), dated March 22, 1943.

Wooden posts and piling, over irregular routes, from Watson, Okla., and points in Polk County, Ark., to points in Oklahoma on and east of Oklahoma Highway 14.

Lumber, from points in Clark, Jefferson, Scott, Sevier, and Howard Counties, Ark., to points in Oklahoma on and east of Oklahoma Highway 14, that part of Kansas east and south of a line beginning at the Kansas-Oklahoma State line, and extending along Kansas Highway 14 to Kingman, Kans., thence along U. S. Highway 54 to junction Kansas Highway 17, thence along Kansas Highway 17 to Hutchinson, Kans., thence along U. S. Highway 50S to Emporia, Kans., thence along Kansas Highway 99 to Eskridge, Kans., thence along Kansas Highway 4 to Topeka, Kans., thence along U. S. Highway 40 to the Kansas-Missouri State line (but not including Kansas City, Kans.), those in Missouri on and south of U. S. Highway 40 and on and west of U. S. Highway 63, except Kansas City, Mo.; from points in Polk County, Ark., to points in Missouri west of U. S. Highway 63, south of U. S. Highway 40, and east and north of a line beginning at the Missouri-Arkansas State line and extending along U. S. Highway 65 to Sedalia, Mo., thence along U. S. Highway 50 to Kansas City, Mo., including points on the indicated portions of the highways specified, except Kansas City, Mo., and those on U. S. Highways 50 and 65.

No. MC 100312 (Sub No. 5), dated April 19, 1948.

Lumber, over irregular routes, from points in Polk County, Ark., to Chilli-

cothe and Kansas City, Mo., Kansas City, Kans., and points in that part of Missouri bounded by a line beginning at the junction of U. S. Highways 65 and 36, and extending along U. S. Highway 36 to junction U. S. Highway 63, thence along U. S. Highway 63 to junction U. S. Highway 40, thence along U. S. Highway 40 to junction U. S. Highway 65, and thence along U. S. Highway 65 to junction U. S. Highway 36, the point of beginning, including points on the indicated portions of the highways specified.

No. MC 100312 (Sub No. 6), dated May 9, 1951.

Lumber and wooden posts and piling, over irregular routes, from Mona, Ark., and points within two miles thereof, to points in Texas, Oklahoma, Kansas, Missouri, Iowa, and Nebraska.

Lumber, from Hatfield, Ark., to points in Texas, Oklahoma, Kansas, and Missouri.

Wooden posts and piling, from Panama, Okla., to points in Texas and Kansas.

No. MC 100769 (Sub No. 1) filed December 12, 1957, DON M. CHAPIN, doing business as CHAPIN'S TRANSPORTATION SERVICE, 440 Thain Road, Lewiston, Idaho. For authority to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 100769, dated November 15, 1956.

Such commodities as are dealt in by chain, retail and mail-order department stores, subject to a "Keystone" restriction, over irregular routes, from Lewiston, Idaho, to points in Asotin, Garfield, and Whitman Counties, Wash., and returned or repossessed commodities, on return.

NOTE: Applicant is authorized to conduct operations as a *common carrier* in Certificate No. MC 103971 dated December 4, 1956.

No. MC 101476 (Sub No. 10), filed October 31, 1957, HOWARD N. DAHLSTEN, doing business as DAHLSTEN TRUCK LINE, 117-119 West Edgar Street, Clay Center, Nebr. For authority to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 101476, dated May 24, 1956.

Salt, over irregular routes, from Lyons, Kans., to points in Iowa, Nebraska, and those in Colorado east of the Continental Divide: from Kanopolis, Kans., and points within two miles of Kanopolis, to points in Minnesota, North Dakota, South Dakota, and Wyoming.

Fresh fruits and vegetables, from Hastings, Mitchell, and Scottsbluff, Nebr., Grand Junction, Hotchkiss, and Palisade, Colo., and points in Colorado east of the Continental Divide, to Beloit, Kans.

Grain, from points in Nebraska, to points in Kansas.

Mineral feed, from Lyons, Kans., to Council Bluffs, Iowa.

Petroleum products in containers, from McPherson, Kans., to Alma, Nebr.; and *empty petroleum product containers*, on return.

Lubricating oil and grease in containers, from Kansas City, Mo., to Alma, Orleans, Ragan, and Huntley, Nebr.; and *empty oil and grease containers*, on return.

Cement, from Superior, Nebr., to Beloit, Colby, Hays, Osburne, and Phillipsburg, Kans.

Gypsum building materials, from Fort Dodge, Iowa; and points in Iowa within 10 miles of Fort Dodge, to points in that part of Kansas on and west of a line commencing at the Kansas-Nebraska State line and extending along U. S. Highway 77 to junction U. S. Highway 50N, near Marion, Kans., and on and north of a line beginning at the Kansas-Colorado State line and extending along U. S. Highway 50 to junction U. S. Highway 50N, near Garden City, Kans., and thence along U. S. Highway 50N to junction U. S. Highway 77, near Marion, Kans.

No. MC 101476 (Sub No. 7), dated June 6, 1957.

Salt, from Lyons, Kans., to that part of Montana on and east of a line beginning at the Montana-Wyoming State line, and extending along U. S. Highway 89 through Livingston and White Sulphur Springs to Great Falls, and thence along U. S. Highway 91 through Conrad and Shelby to the United States-Canada International Boundary line.

No. MC 104748 (Sub No. 1) (CORRECTION) published issue January 9, 1958, filed November 5, 1957, LAWRENCE SACKS & SIDNEY SACKS, a Partnership, doing business as SACKS TRUCKING CO., 404 Grand Street, Brooklyn 11, N. Y. For authority to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 104748, dated December 10, 1956.

Candies and confectionery, and advertising matter used in the sale of the aforementioned commodities, from Brooklyn, N. Y., to points in Bergen, Essex, Hudson, Middlesex, Monmouth, Morris, Passaic, and Union Counties, N. J., and Albany, Greene, Orange, Rockland, and Ulster Counties, N. Y., and *damaged or rejected shipments* of the above-specified commodities, on return.

Previous publication referred to No. MC 104784 (Sub No. 1). This was in error, the correct Docket Number is No. MC 104748 (Sub No. 1).

No. MC 105572 (Sub No. 19) (AMENDMENT) C. J. DAVIS, doing business as ST. LOUIS FREIGHT LINES, 1000 Michigan Avenue, St. Louis, Mich. Applicant's attorney: William B. Elmer, 2606 Guardian Building, Detroit 26, Mich. BOR 96 application originally published in the FEDERAL REGISTER, issue of January 1, 1958, on pages 33 and 34. Applicant's attorney, by letter dated January 2, 1958, advises applicant desires to amend application for issuance of certificate in lieu of permit by deleting therefrom the first paragraph of the notice pertaining to MC 105572 (Sub No. 9), dated January 11, 1955, appearing on page 34, reading:

"Roofing, insulating and building materials, from National City, Mich., to all points in Illinois, Indiana and Ohio."

It is desired that the quoted authority remain contract authority and that the balance of this carrier's authority be converted to a common carrier certificate. Applicant proposes to transfer the above-described portion of its contract carrier authority.

No. MC 106150 (Sub No. 1) filed December 23, 1957, E. H. OLIVER, doing business as OLIVER OIL COMPANY, Highway 24, Box 366, Huntsville, Mo. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 106150, dated January 17, 1947. *Petroleum products, in bulk, in tank trucks, over irregular routes, from Kansas City, Kans., to Richmond, Carrollton, Brunswick, Moberly, Macon, Centralia, Mexico, Montgomery City, Shelbyville, and Brookfield, Mo.; and rejected shipments, of petroleum products, in bulk, in tank trucks, on return. RESTRICTION:* The operation authorized herein is subject to the condition that such operation shall be conducted separately from said carrier's other activities, that a separate accounting system therefor shall be maintained, and that said carrier shall not transport property as both a public and private carrier at the same time and in the same vehicle.

No. MC 107134 (Sub No. 9) filed November 6, 1957, HIGHWAY TRANSPORTATION CORPORATION, Box 144, Woodville, Ohio. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 107134, dated August 25, 1949. *Paraffin wax, over irregular routes, from Kalamazoo, Mich., to Woodville, Ohio.*

Paper, from Monroe, Mich., to Woodville, Ohio.

Lime, limestone and fertilizer, from Woodville, Ohio, to Anderson, Ind., and points in that part of Michigan south of Michigan Highway 21.

Lime, limestone, and fertilizer compounds, from Woodville, Ohio, and points within one mile of Woodville, to Chicago, Ill., and points in Indiana on and east of U. S. Highway 31.

Heavy machinery, from Elmore, Ohio, to Chicago, Ill., and points in Michigan on and south of Michigan Highway 21, and those in Indiana on and east of U. S. Highway 31.

New and used shaker screens, between Durand, Mich., on the one hand, and Woodville, Ohio, and points within one mile of Woodville, on the other.

Lime, limestone, and lime products, between Woodville, Gibsonburg, Martin, and Marblehead, Ohio, and points within one mile of each, on the one hand, and, on the other, points in that part of Indiana west of U. S. Highway 31 and that part of the lower peninsula of Michigan north of Michigan Highway 21, including points on the indicated portions of

the highways specified: from Gibsonburg, Martin, and Marblehead, Ohio, to Chicago, Ill., points in Indiana on and east of U. S. Highway 31, and those in Michigan on and south of Michigan Highway 21.

No. MC 107134 (Sub No. 4), dated August 25, 1949.

Lime and limestone products, over irregular routes, from points in Ottawa and Sandusky Counties, Ohio, to points in Erie, Crawford, Mercer, Lawrence, Beaver, Washington, Greene, Venango, Butler, and Allegheny Counties, Pa., Hancock, Brooke, Ohio, Marshall, Wood, Mason, Cabell, Putnam, and Kanawha Counties, W. Va., and Boyd, Greenup, Mason, Campbell, Kenton, Boone, and Jefferson Counties, Ky.

No. MC 107705 (Sub No. 3) filed December 30, 1957, RAYMOND M. AND ROBERT E. ALLARD, doing business as RAY THE MOVER, Commercial Street, Box 54, Manchester, N. H. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 107705 (Sub No. 2), dated December 7, 1956.

Newspapers and periodicals, over irregular routes, between Haverhill, Mass., on the one hand, and, on the other, Concord, Derry, Hooksett, Hudson, Londonderry, Manchester, Merrimack, Nashua, Pembroke, Reed's Ferry, Salem, Amherst, Milford, South Merrimack, Bedford Centre, Suncook, and Thornton's Ferry, N. H.

NOTE: Applicant is authorized to conduct operations as a common carrier in Certificate No. MC 108756 dated December 10, 1956.

No. MC 107769 (Sub No. 2) filed December 23, 1957, HAROLD J. BERKEN, River Vista Acres, West De Pere, Wis. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 107769, dated November 7, 1950.

Lime and lime products, over irregular routes, from Green Bay, Brillion, and points within 5 miles of High Cliff, Knowles, and Marblehead, Wis., to points in the Upper Peninsula of Michigan.

No. MC 107769 (Sub No. 1) dated April 13, 1955.

Malt beverages, in containers, over irregular routes, from Chicago, Ill., to points in Wisconsin within 50 airline miles of Appleton, Wis., which are north of a line extending along Wisconsin Highway 23 from Sheboygan to Fond du Lac, thence along U. S. Highway 45 from Fond du Lac, to Oshkosh, thence along Wisconsin Highway 21 westward from Oshkosh, including Appleton, Sheboygan, and Oshkosh, but excluding Fond du Lac, Wis., and empty malt beverage containers, on return.

No. MC 108626 (Sub No. 2) filed December 30, 1957, E. R. BISHOP, doing business as BISHOP'S TRANSFER, R. F. D. No. 6, Tifton, Ga. For authority to operate as a common carrier of the same commodities between the same

points or within the same territory as authorized in the following permit:

No. MC 108626 (Sub No. 1), dated March 11, 1948.

The commodities classified as (1) meats, meat products, and meat by-products, (2) dairy products, and (3) articles distributed by meat packing houses, in Modification of Permits—Packing House Products, 46 MCC 23, over irregular routes, from Tifton, Ga., to points in Georgia within 60 miles of Tifton; and rejected shipments of the above-specified commodities, on return.

No. MC 108727 (Sub No. 1) filed December 11, 1957, FRED C. ROTH, 6615 Orchard Avenue, Parma 29, Ohio. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 108727, dated January 16, 1948.

Empty wooden barrels and kegs and steel and plywood drums, over irregular routes, from Toledo, Ohio, to Erie, Pa., Ligonier, Ind., and points in the lower peninsula of Michigan: from Wyandotte, Mich., to points in Ohio and Indiana.

Rejected shipments of above-specified commodities, on return.

Cooperage stock, between Toledo, Ohio, and Wyandotte, Mich.

No. MC 110411 (Sub No. 3), filed December 17, 1957, J. C. BAKER, doing business as NORTHEAST ARKANSAS TRANSPORTATION COMPANY, 809 South Main Street, Leachville, Ark. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 110411, dated March 17, 1950.

The Commodities, classified (a) as meats, meat products, and meat by-products, and (b) as dairy products, as defined by the Commission, over irregular routes, from St. Louis, Mo., to Jonesboro, Nettleton, Bay, Trumann, Marked Tree, Tyronza, Turrell, Frenchmans Bayou, Bassett, Black Oak, Blytheville, Bowman, Burdette, Caraway, Dell, Driver, Dyess, Etowah, Evadale, Joiner, Keiser, Lake City, Leachville, Lepanto, Luxora, Manila, Marie, Monette, Osceola, Roseland, West Ridge, Wilson, Brookland, and Paragould, Ark.

No. MC 111155 (Sub No. 2), filed December 26, 1957, MARCO CACCAVALE AND JOSEPH CACCAVALE, doing business as J & M TRUCKING, 180 Morgan Avenue, Brooklyn, N. Y. Applicant's representative: Charles H. Trayford, 155 East 40th Street, New York 16, N. Y. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 111155, dated February 28, 1950.

Paints and putty, over irregular routes, from New York, N. Y., to points in Bergen, Passaic, Essex, Union and Hudson Counties, N. J., and damaged, defective and returned shipments of the above-described commodities on return.

No. MC 111327 (Sub No. 1), filed December 13, 1957, RALPH M. BISHOP, doing business as BISHOP'S EXPRESS,

37 Upton Street, Adams, Mass. Applicant's attorney: Andrew J. Dilk, Greylock National Bank Building, Adams, Mass. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 111327, dated July 7, 1955.

Such commodities as are dealt in by chain retail department stores, from North Adams, Mass., to points in that part of Vermont and New York within 25 miles of North Adams, and damaged or rejected shipments of the above-specified commodities on return.

No. MC 111845 (Sub No. 4) filed December 23, 1957, ASPHALT CARRIERS, INC., 2407 Bay Street Extension, Savannah, Ga. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 111845 (Sub No. 1), dated May 10, 1954.

Tar, in bulk in tank vehicles, over irregular routes, between points in Georgia, on the one hand, and, on the other, points in South Carolina.

Creosote oil, in bulk in tank vehicles, from Jacksonville, Fla., to points in Georgia.

No. MC 113091 (Sub No. 2), filed November 17, 1957, FRANK GSCHIEDLE, doing business as METAL TRUCKING COMPANY, 912 Havemeyer Avenue, New York 72, N. Y. Applicant's representative: Charles H. Trayford, 155 East 40th Street, New York 16, N. Y. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 113091, dated December 23, 1954.

Steel and wood door and window frames, set up, uncrated, from Mt. Vernon, N. Y., to points in New Jersey, Pennsylvania, and Connecticut.

No. MC 113396 (Sub No. 4), filed November 18, 1957, NADEAU TRANSPORT LIMITED, 8 Academic Street, Danville, Quebec, Canada. Applicant's attorney: S. Harrison Kahn, 726-34 Investment Building, Washington, D. C. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 113396, dated April 18, 1952.

Ground wood pulp, in bulk, over irregular routes, from the Boundary of the United States and Canada at or near Derby Line and Norton Mills, Vt., to Groveton and Northumberland, N. H.

No. MC 115992 (Sub No. 2), filed December 20, 1957, L. M. PEPPER, doing business as PEP'S KEROSENE SERVICE, 2300 Tidelands Avenue, National City, Calif. Applicant's attorney: Waller Taylor, II, 523 West Sixth Street, Los Angeles 14, Calif. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 115992, dated April 1, 1957.

Petroleum products, in bulk, in tank vehicles, as defined by the Commission, over a regular route, from San Diego, Calif., to Yuma, Ariz., serving no intermediate points.

MOTOR CARRIERS OF PASSENGERS

No. MC 106879 (Sub No. 3), filed December 23, 1957, COLUMBIA PARK MAINTENANCE CLUB, INC., R. F. D. No. 1, Lawrenceburg, Ind. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 106879 (Sub No. 1), dated March 29, 1949.

Passengers, restricted to the transportation of employees of the Cincinnati Gas and Electric Company, over a specified regular route between Aurora, Ind., and Columbia Park, Ohio, serving all intermediate points.

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.

[F. R. Doc. 58-307; Filed, Jan. 15, 1958;
8:45 a. m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 24SF-2245]

URANIUM EXPLORATION AND COPPER COMPANY OF NEVADA

ORDER TEMPORARILY SUSPENDING EXEMPTION, STATEMENT OF REASONS THEREFOR, AND NOTICE OF OPPORTUNITY FOR HEARING

JANUARY 10, 1958.

I. Uranium Exploration and Copper Company of Nevada, a Nevada corporation, filed with the Commission on February 14, 1956, a notification and offering circular; and subsequently filed amendments thereto, relating to a proposed offering of 200,000 shares of its common stock at 40 cents per share, for the purpose of obtaining an exemption from the registration requirements of the Securities Act of 1933, as amended, pursuant to the provisions of section 3 (b) thereof and regulation A promulgated thereunder.

II. The Commission has reasonable cause to believe that:

A. The offering circular contains false and misleading statements as to material facts, and omits to state material facts necessary in order to make the statements made in the light of the circumstances under which they are made not misleading, concerning among other things:

1. The offering price of 40 cents per share, in that the issuer offered and sold its securities to the public below said price.

2. The failure to disclose that issuer had become a general partner in Blue Buzzard Mining Company and the circumstances thereof.

3. The failure to disclose that stock was issued to its partners in the Blue Buzzard Mining Company and the circumstances thereof.

4. The failure to disclose that the issuer has lost its mining properties.

B. The offering would and did operate as a fraud and deceit upon purchasers of said securities.

It is ordered, Pursuant to Rule 223 (a) of the general rules and regulations under the Securities Act of 1933, as amended, that the exemption under Regulation A be, and it hereby is, temporarily suspended.

Notice is hereby given, that any person having any interest in the matter may file with the Secretary of the Commission a written request for a hearing; that, within twenty days after receipt of such request, the Commission will, or at any time upon its own motion may, set the matter down for hearing at a place to be designated by the Commission for the purpose of determining whether this order of suspension should be vacated or made permanent, without prejudice, however, to the consideration and presentation of additional matters at the hearing; and the notice of the time and place of said hearing will be promptly given by the Commission.

By the Commission.

[SEAL] ORVAL L. DuBois,
Secretary.

[F. R. Doc. 58-339; Filed, Jan. 15, 1958;
8:46 a. m.]

DEPARTMENT OF JUSTICE

Office of Alien Property

[Vesting Order SA-217]

DR. MIKLOS

In re: Debt owing to Dr. Miklos, Dec'd., Wholesale Trade in Medicinal Herbs; F-34-326, F-34-223.

Under the authority of Title II of the International Claims Settlement Act of 1949, as amended (69 Stat. 562), Executive Order 10644, November 7, 1955 (20 F. R. 8363), Department of Justice Order No. 106-55, November 23, 1955 (20 F. R. 8993), and pursuant to law, after investigation, it is hereby found and determined:

1. That the property described as follows: That certain debt or other obligation of Irving Trust Company, One Wall Street, New York 15, New York, in the sum of \$12,704.78 arising out of an account entitled, "Dr. Miklos, Dec'd., Wholesale Trade in Medicinal Herbs, Hungary," maintained at the aforesaid bank, together with any and all rights to demand, enforce and collect the same, is property within the United States which was blocked in accordance with Executive Order 8389, as amended, and remained blocked on August 9, 1955, and which is, and as of September 15, 1947, was, owned directly or indirectly by Dr. Miklos, Dec'd., Wholesale Trade in Medicinal Herbs, Budapest, Hungary, a national of Hungary as defined in said Executive Order 8389, as amended.

2. That the property described herein is not owned directly by a natural person.

There is hereby vested in the Attorney General of the United States the property described above, to be administered,

sold, or otherwise liquidated, in accordance with the provisions of Title II of the International Claims Settlement Act of 1949, as amended.

It is hereby required that the property described above be paid, conveyed, transferred, assigned and delivered to or for the account of the Attorney General of the United States in accordance with directions and instructions issued by or for the Assistant Attorney General, Director, Office of Alien Property, Department of Justice.

The foregoing requirement and any supplement thereto shall be deemed in-

structions or directions issued under Title II of the International Claims Settlement Act of 1949, as amended. Attention is directed to section 205 of said Title II (69 Stat. 562) which provides that:

Any payment, conveyance, transfer, assignment, or delivery of property made to the President or his designee pursuant to this title, or any rule, regulation, instruction, or direction issued under this title, shall to the extent thereof be a full acquittance and discharge for all purposes of the obligation of the person making the same; and no person shall be held liable in any court for or in

respect of any such payment, conveyance, transfer, assignment, or delivery made in good faith in pursuance of and in reliance on the provisions of this title, or of any rule, regulation, instruction, or direction issued thereunder.

Executed at Washington, D. C., on January 9, 1958.

For the Attorney General.

[SEAL] DALLAS S. TOWNSEND,
*Assistant Attorney General,
Director, Office of Alien Property.*

[F. R. Doc. 58-350; Filed Jan, 15, 1958;
8:49 a.m.]

